

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

78	Joanne Harris	NA	NA	DS1	Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. Why is plan providing for 20,000 houses when target is for 12,400?	Remove Policy DS10 and replace with Walsgrave site	Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA).
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107	D Ridgers	NA	NA	DS1	Underlying housing implications set out in the SHMA open to question, particular as formulated prior to EU referendum.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.
107	D Ridgers	NA	NA	DS1	Lot is made of housing shortage; however BBC reported 610,000 empty homes in England (government figures). Of these 205,000 unoccupied for 6 months or more - the official definition of 'long term emptiness' Have these been taken into account in the SHMA?		SHMA does not include empty homes, which RBC Housing surveys.

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107	D Ridgers	NA	NA	DS1	In Chapter 4 of Plan, DS1, number of new homes appears to be inordinate for a place the size of Rugby. In Para 4.12 13,664 dwellings as a safeguard against some areas not building the expected number of houses, which is common sense.		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.
146b	F White	NA	NA	DS1	Local Plan failing in its duty to preserve key aspects of the quality of life of its residents. Council not replied to response. Council Voted to proceed with the second draft of the plan without considering responses to its first draft. No evidence that Council had responded to concerns. Plan is unsound as Council not planning the secure necessary healthcare, transport and school facilities to support borough of 130,000 people. Object to DS1 as being unsound as plan is ineffective as it will not deliver sustainable environment for so many people. NHS not able to support current population of Rugby as evidenced by the following: Clearly overstretched GP surgeries with longer waiting times. Closure of Bilton surgery - shortage of GPs, a national problem that is only going to get worse. Closure of Brownsover surgery. Waiting lists at UHCW and increasing postponement of non-emergency appointments during winter months as the hospital fails to cope with current demand. Uncertainty of		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. The STA (June 2017) updated the September 2016 STA by increasing the modelled area and incorporating updated travel to work assumptions, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan.

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					<p>future of George Elliot hospital. Increasingly long waiting times at A & Eat UHWC. Lack of bed availability. Insufficient parking for current demand at UHWC. Financial pressures on UHCW. Social services - particularly Children's services have long waiting lists just to serve the current demand. Loss of facilities at St Cross, but no plan for them to return despite 30% increases in growth. IDP suggest all additional need can be met with just two extra walk in cubicles at St Cross, one extra operating theatre, a CT scanner, a MRI scanner, endoscopy room and £1m extensions ion to UHCW A & E department. Has not been thought through. Traffic model not updated to take into account new traffic measurements. STA shows traffic will seize up. County Council have not modelled impact of all houses to be built. Pressure on school places, Council should publish report of status and capacity. Situation exacerbated by insufficient land set aside for schools. More houses planned in the North but no land set aside for secondary school. Unclear on the impact new buildings and commercial zones will have on the current level of pollution within Rugby. Dunchurch already outside acceptable limits. Would like Council to respond about how to bring town</p>		

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					<p>centre back into life and increasingly empty retail space could be better utilised. Local rates too high. Would like clarification on TPO stance. Rugby commuter town for London, dreadful lack of parking after 7am in the morning. Needs to be addressed before further expansion of the town. Local Plan risks making Rugby frustrating place to live with too few key facilities in education and healthcare and road network not design to accommodate the proposed level of development. Duty of care to ensure future development is responsible and sustainable.</p>		
257	Stephen McGaw	NA	NA	DS1	<p>Object to proposed development SHLAA reference S16045. Land is within green belt, more suitable sites elsewhere. Proposed development huge which would overwhelm Ansty village community. This would require major new development of facilities. Ansty already suffers from traffic which this development would make worse. Would reduce buffer between Ansty and Coventry and encourage more development to follow. Ansty will end up absorbed into Coventry.</p>		<p>Comment noted. The draft Local Plan does not propose allocation of SHLAA sites S10645. No change recommended.</p>
305	Marilyn Greenwood	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of</p>	<p>DS8 should be removed</p>	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). The SHMA has been produced consistent to the requirements</p>

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					<p>housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>of the NPPF and NPPG and has been found sound by the Inspectors of the Warwick and Coventry Local plans EiPs. The achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>

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312	Michael Greenwood	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at</p>

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							modification LP54.116-140. Therefore no further amendments considered necessary.
337	Catherine Camp	Barby and Onley PC	Barby and Onley PC	DS1	DS1 states that 13664 homes will be provided within the plan period. Stated number of houses required is 12,400, therefore Lodge Farm is not necessary.	Remove DS10 from Plan	All sites proposed are required to maintain a 5 year land supply throughout the plan period. The plan 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 or a new settlement site which will remain developable beyond the plan period
337	Catherine Camp	Kilsby Parish Council	Kilsby Parish Council	DS1	Plan contains basic flaws that in its current state would allow excessive numbers of houses to be developed on open countryside, with detrimental effect on local transport infrastructure.		The plan 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. 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) to contain the transport infrastructure to mitigate against the impacts of the growth on the highway network. No change recommended.

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346	Keith Rogers	NA	NA	DS1	RBC is over allocating based on need and is effectively providing a 25% delivery buffer. In the SHMA, there is a difference between demographic model of 480 dpa and economic model of 424 dpa. GL Hearn has not sufficiently justified the growth number and has not taken into account the residential unemployed in the area, none of which will require new houses to take up jobs. Also doesn't account for residential unemployed in neighbouring authorities commuting to jobs in Rugby. No account of reduction in immigration as a result of EU referendum.	Future housing need for Rugby has been overstated by 2,000 dwellings and should be revised downwards. Remove the Main Rural Settlement sites from allocation.	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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.
407	John Crofts	NA	NA	DS1	The housing needs assessment contained within the SHMA is fundamentally unsound. Concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.

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469	D Brockway	NA	NA	DS1	<p>Do not need destruction of countryside. Who is going to buy all these homes? What provision has been made for social housing? It is a threat to open spaces (NPPF 50, 57, 58, 69, 70, 73, and 74). Plan has evolved long before the Brexit vote. Total re-vamp needs to be done. And the need for new homes will be much less. DS8 totally unjustified and local plan should be scrapped or at least shelved until WCC and RBC can justify the new homes</p>		<p>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. Policy H2 makes provision for affordable housing. Affordable housing should be provided on all sites of at least 0.36 hectares in size or capable of accommodating 11 (net) dwelling units or more (including conversions and subdivisions). On previously developed sites a target affordable housing provision of 20% will be sought. On green field sites a target affordable housing provision of 30% will be sought. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>
486	E Overton	NA	NA	DS1	<p>The plan acknowledges significant supply of existing permissions/allocations and how this is expected to be delivered. It does not explain or provide analysis of why delivery of the existing allocation and infrastructure connected with it could not be brought forward. Without this the addition of DS10 cannot be justified. Further there is no evidence that including DS10 will actually increase delivery or delivery rate within the</p>		<p>The Development Strategy seeks to allocate a range of sites both in terms of size and location in order to maximise delivery, whereas the last Development Strategy focused entirely on the single housing market of the Rugby Urban Area.</p>

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490	Alan Hughes	NA	NA	DS1	plan period. Objects to housing numbers does not account of Brexit.		Housing target is based on robust SHMA and is consistent with National guidelines
663	G Cross	NA	NA	DS1	DS1 - Questions the SHMA and impartiality of GL Hearn. Projections treated as forecasts. Does not take account of Brexit and meeting unmet need should only be considered when it is reasonable and sustainable to do so? Policy DS1 states that a figure of 12,400 dwellings is needed by 2031 and has been decided on without adequate consideration of Government policy. Delivery will need to increase by 55% into meet the target which will be impossible to achieve. Infrastructure provision is vague not set out and not set out for education and health.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of

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							Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
667	J.M Mitchell-King	NA	NA	DS1	Object to the local plan despite recognising need for RBC to comply with NPPF and need for affordable socio-economic housing suitable for young buyers. However needs to be more considered assessment of projected housing need and greater long term planning of infrastructure. Is it necessary to build on greenfield sites, especially outside the development strategy, a large percentage of which is for Coventry need? Concern over lack of health, education and community provision infrastructure and transportation routes south of Rugby, Dunchurch village in particular where there is frequent congestion at crossroads, junction of Northampton Lane and Cock Robin roundabout. Also problems north of the town with congestion on Leicester Rd and Mill Rd tunnel near station.		Policy has been formulated in relation to evidence base and is considered to be sound. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Traffic flows subject to Warwickshire County Council Highways assessment. All other applicable stakeholders engaged in Local Plan process.
678	Brian Morgan	NA	NA	DS1	Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). The SHMA has been produced consistent to the requirements

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704	Mrs F Darcy	NA	NA	DS1	<p>Housing figures extremely over-optimistic. Consultants have vested interests in maximising housing numbers. Also figures are pre-Brexit which will have impact on numbers. Unacceptable to include 2800 units to meet shortfall of adjacent authority and should be omitted. Particularly the as earlier proposals for 1500 homes in Walsgrave now shelved. Walsgrave more local and sustainable. Housing trajectory shows 13,677 some 1277 more than required by the plan so clearly over-provided. In addition only 2490 units included from Houlton and 800 from Gateway... Unacceptable to further allocate large swathes of land when there are existing approvals in place. Should be securing delivery on already approved sites.</p>	<p>Local Plan would be improved by omission of DS8 and DS9. Should not include provision for a neighbouring authority.</p>	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as</p>

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							Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan.
709	G E Davies	NA	NA	DS1	<p>DS1 - Questions the SHMA and impartiality of GL Hearn. Projections treated as forecasts. Does not take account of Brexit and meeting unmet need should only be considered when it is reasonable and sustainable to do so? Policy DS1 states that a figure of 12,400 dwellings is needed by 2031 and has been decided on without adequate consideration of Government policy. Delivery will need to increase by 55% into meet the target which will be impossible to achieves.</p> <p>Infrastructure provision is vague not set out and not set out for education and health.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that</p>

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							determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
719	John Ham	NA	NA	DS1	Large increase in housing will make existing road infrastructure insufficient and an outer ring road system will not alleviate this for people using the town centre. Existing NHS and educational facilities will also be insufficient. The decaying town centre will only generate more out of centre shopping exacerbating the problem. Loss of green space creates a poor living environment.	Reduce housing numbers and more support for businesses/shops in 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. Details of infrastructure provision to support the growth proposed in the local plan is included in the IDP which is a live document and has been updated as shown by modifications LP54.116-140.
768	Charlotte Haley	NA	NA	DS1	DS1 - Questions the SHMA and impartiality of GL Hearn. Does not take account of Brexit and meeting unmet need should only be considered when it is reasonable and sustainable to do so? Policy DS1 states that a figure of 12,400 dwellings is needed by 2031 and has been decided on without adequate consideration of Government policy.		Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by

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					<p>Deliver will need to increase by 55% into meet the target which will be impossible to achieve. Infrastructure provision is vague not set out and not set out for education and health.</p>		<p>all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the</p>

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							<p>development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>
777	G Storer	NA	NA	DS1	<p>DS1 - Questions the SHMA and impartiality of GL Hearn. Projections treated as forecasts. Does not take account of Brexit and meeting unmet need should only be considered when it is reasonable and sustainable to do so? Policy DS1 states that a figure of 12,400 dwellings is needed by 2031 and has</p>	-	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are</p>

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					<p>been decided on without adequate consideration of Government policy. Delivery will need to increase by 55% into meet the target which will be impossible to achieve. Infrastructure provision is vague not set out and not set out for education and health.</p>		<p>considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>

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778	Clair Timms	NA	NA	DS1	<p>SHMA: Consultants cannot be considered as impartial or objective so therefore assessment is unsound. Population projections have been treated as forecasts which again are contrary to government policy. No attention has been given to future economic conditions including any impact from Brexit on future housing needs. Opted for high level of housing requirements although high degree of uncertainty about future housing need. Naïve approach to links between people and jobs. Housing and employment needs from other authorities should only be considered when reasonable and sustainable. MOU offers no information as to why Coventry cannot meet its housing needs. Therefore plan is unsound in assumptions on housing need. Infrastructure plan for provision of housing numbers is vague. Infrastructure: No assurance that needs of the development can be met. Great deal of time to provide supporting infrastructure and services and impact of existing services and infrastructure is severely underestimated.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>
785	Matt Haley	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). The SHMA has been produced consistent to the requirements</p>

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					<p>housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>of the NPPF and NPPG and has been found sound by the Inspectors of the Warwick and Coventry Local plans EiPs. The achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>

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787	Robert Collings	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at</p>

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							modification LP54.116-140. Therefore no further amendments considered necessary.
788	Rhona Smith	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have</p>

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							also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
789	Carina Haley	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the</p>

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							evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
793	I Kennard	NA	NA	DS1	Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). A MoU distributes the OAN across the HMA to ensure it is met within the HMA. Although NBBC are not signatories of the MoU, RBC is of the view, from limited inspection of NBBC evidence that NBBC can deliver their contribution of the OAN as identified within the MoU. IDP contains strategy for infrastructure delivery.
796	B E Gane	NA	NA	DS1	Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is	Delete Policy DS8	Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the

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					<p>reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>
797	D A Gane	NA	NA	DS1	<p>SHMA: Consultants cannot be considered as impartial or objective so therefore assessment is unsound. Population projections have been treated as forecasts which again are contrary to government policy. No attention has been given to future</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). The SHMA has been produced consistent to the requirements of the NPPF and NPPG and has been found sound by the Inspectors of the</p>

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					<p>economic conditions including any impact from Brexit on future housing needs. Opted for high level of housing requirements although high degree of uncertainty about future housing need. Naïve approach to links between people and jobs. Housing and employment needs from other authorities should only be considered when reasonable and sustainable. MOU offers no information as to why Coventry cannot meet its housing needs. Therefore plan is unsound in assumptions on housing need. Infrastructure pna for provision of housing numbers is vague. Infrastructure: No assurance that needs of the development can be met. Great deal of time to provide supporting infrastructure and services and impact of existing services and infrastructure is severely underestimated. RBC failed in duty of care to co-operate with officers from Daventry District Council and Northamptonshire Council.</p>		<p>Warwick and Coventry Local plans EiPs. The achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>
798b	G Flower	NA	NA	DS1	<p>DS1 - Questions the SHMA and impartiality of GL Hearn. Projections treated as forecasts. Does not take account of Brexit and meeting</p>	-	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). The SHMA has been</p>

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					<p>unmet need should only be considered when it is reasonable and sustainable to do so? Policy DS1 states that a figure of 12,400 dwellings is needed by 2031 and has been decided on without adequate consideration of Government policy. Delivery will need to increase by 55% into meet the target which will be impossible to achieves.</p> <p>Infrastructure provision is vague not set out and not set out for education and health.</p>		<p>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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>

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800	Ms C.A O'Neil	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at</p>

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							modification LP54.116-140. Therefore no further amendments considered necessary.
802	Andrew Gambrell	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have</p>

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803	C A Read	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the</p>

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							evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
810	Margaret Baynes	NA	NA	DS1	Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to

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							<p>the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>
811b	G Baynes	NA	NA	DS1	<p>DS1 - Questions the SHMA and impartiality of GL Hearn. Projections treated as forecasts. Does not take account of Brexit and meeting unmet need should only be considered when it is reasonable and sustainable to do so? Policy DS1 states that a figure of 12,400 dwellings is needed by 2031 and has been decided on without adequate consideration of Government policy. Delivery will need to increase by 55% into meet the target which will be impossible to achieve. Infrastructure provision is vague not set out and not set out for education and health.</p>	-	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as</p>

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							Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
813	M Rozic	NA	NA	DS1	Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and

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							<p>cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>
815	Ben Wright	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>	Delete Policy DS8	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic</p>

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							<p>Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>
821	A.C.Kidd	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA</p>

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					Infrastructure plan is vague with number of uncosted proposals.		authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
822	Carol Seager	NA	NA	DS1	Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan.

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					<p>and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>

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824	J.E Kearney	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.</p>
826	G K Nicholls	NA	NA	DS1	<p>DS1 - Questions the SHMA and impartiality of GL Hearn. Projections treated as forecasts. Does not take account of Brexit and meeting unmet need should only be considered when it is reasonable and sustainable to do so? Policy DS1 states that a figure of 12,400 dwellings is needed by 2031 and has</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are</p>

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					<p>been decided on without adequate consideration of Government policy. Delivery will need to increase by 55% into meet the target which will be impossible to achieve. Infrastructure provision is vague not set out and not set out for education and health.</p>		<p>considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
826	G K Nicholls	NA	NA	DS1	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Green fields around Dunchurch should not be built on whilst developers are not taking advantage of planning permission at the Mast site Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>
827	B Nicholls	NA	NA	DS1	Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of	Delete Policy DS8	Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). The SHMA has been produced consistent to the requirements

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					<p>housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>of the NPPF and NPPG and has been found sound by the Inspectors of the Warwick and Coventry Local plans EiPs. The achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>

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831	A. Leugs	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at</p>

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							modification LP54.116-140. Therefore no further amendments considered necessary.
833	W Taylor	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have</p>

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							also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
834	Mrs D Flavell	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver</p>

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					<p>with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council</p>

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							has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.
838	Alaister Casemore	NA	NA	DS1	Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meets its own need. Infrastructure plan is vague with number of uncostered proposals.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as

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							Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
858	Gill and Barry Bowers	NA	NA	DS1	Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.	Delete Policy DS8	Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and

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							<p>cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>
859	Mr and Mrs Varney	NA	NA	DS1	<p>SHMA: Consultants cannot be considered as impartial or objective so therefore assessment is unsound. Population projections have been treated as forecasts which again are contrary to government policy. No attention has been given to future economic conditions including any impact from Brexit on future housing needs. Opted for high level of housing requirements although high degree of uncertainty about future housing need. Naïve approach to links between people and jobs. Housing and employment needs from other authorities should only be considered when reasonable and sustainable. MOU offers no</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic</p>

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					<p>information as to why Coventry cannot meet its housing needs. Therefore plan is unsound in assumptions on housing need. Infrastructure pna for provision of housing numbers is vague. Infrastructure: No assurance that needs of the development can be met. Great deal of time to provide supporting infrastructure and services and impact of existing services and infrastructure is severely underestimated. RBC failed in duty of care to co-operate with officers from Daventry District Council and Northamptonshire Council.</p>		<p>Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>
895	Alice Rees	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA</p>

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					Infrastructure plan is vague with number of uncosted proposals.		authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
897	Christopher Mills	NA	NA	DS1	SHMA: Consultants cannot be considered as impartial or objective so therefore assessment is unsound. Population projections have been treated as forecasts which again are contrary to government policy. No attention has been given to future economic conditions including any impact from Brexit on future housing needs. Opted for high level of housing requirements although high degree of uncertainty about future		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as

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					<p>housing need. Naïve approach to links between people and jobs. Housing and employment needs from other authorities should only be considered when reasonable and sustainable. MOU offers no information as to why Coventry cannot meet its housing needs. Housing and employment needs from other authorities should only be considered when reasonable and sustainable. MOU offers no information as to why Coventry cannot meet its housing needs. Therefore plan is unsound in assumptions on housing need. Infrastructure pna for provision of housing numbers is vague. STA: Of particular concern is Dunchurch crossroads. SW link Road is welcomed although scale of relief is in doubt. Junction already over capacity and air quality pollution at dangerous levels. Appears RBC has chosen to ignore conclusions of STA and disregard the negative impact on roads.DS8: Will almost totally destroy open land between Rugby, Dunchurch and Cawston. Poor links to town centre and transport connections. Journeys will be car dominated and therefore not sustainable.DS8: Unsound as inconsistent with NPPF, in particular para 30 and 124.</p>		<p>Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable</p>

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							<p>transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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897	Christopher Mills	NA	NA	DS1	Infrastructure: No assurance that needs of the development can be met. Great deal of time to provide supporting infrastructure and services and impact of existing services and infrastructure is severely underestimated.		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.
931	Alan George Palmer	NA	NA	DS1	Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for

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							<p>planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>
938	Helen Macartney	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p>		<p>A buffer zone is proposed to mitigate risk of coalescence. Statutory consultees engaged where appropriate. 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.</p>
950	Margaret Lucas	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market</p>

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					<p>forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p>		<p>Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>

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957	Amanda Trodd	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at</p>

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							modification LP54.116-140. Therefore no further amendments considered necessary.
958	G Trodd	NA	NA	DS1	<p>DS1 - Questions the SHMA and impartiality of GL Hearn. Projections treated as forecasts. Does not take account of Brexit and meeting unmet need should only be considered when it is reasonable and sustainable to do so? Policy DS1 states that a figure of 12,400 dwellings is needed by 2031 and has been decided on without adequate consideration of Government policy. Delivery will need to increase by 55% into meet the target which will be impossible to achieves.</p> <p>Infrastructure provision is vague not set out and not set out for education and health.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have</p>

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							also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
959	Cllr Jill Simpson-Vince	NA	NA	DS1	Plan is well thought out. Number of houses means some sites will be unpopular. Does not mean those sites are not appropriate. LF is attracting lots of local opposition I think it is in a good location and will be sustainable. Masterplan would protect local environment and improve local infrastructure.		Comment welcomed - no further action considered necessary.
964	Bernard Devine	NA	NA	DS1	Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.	Delete Policy DS8	Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and

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							<p>cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>
965	Marcella Devine	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic</p>

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							<p>Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>

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966	E Milwain	NA	NA	DS1	<p>With advent of Brexit, population growth projections are now likely to be inaccurate and need to be re-evaluated. Population projections treated as forecasts which are contrary to government policy. Highly questionable that so many houses are needed, especially when so many have already been built on the north side of Rugby. If we need more new housing why are developers not taking advantage of planning permission already granted to them on the Mast site? Deeply worried at the proposed destruction of productive farmland. Foreign food imports are becoming more expensive. Global warming is causing crop failure in various parts of the world. Isn't it logical to preserve agricultural land to feed UK population? Responsibility to preserve land in good condition. DS8 unjustified. Agree with Daventry District Council that greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing. Therefore the local plan should be improved by dropping this policy.</p>		<p>Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. 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.</p>
977	Bronte Watts	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). The SHMA has been produced consistent to the requirements</p>

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					<p>housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>of the NPPF and NPPG and has been found sound by the Inspectors of the Warwick and Coventry Local plans EiPs. The achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>

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980b	G Watt	NA	NA	DS1	<p>DS1 - Questions the SHMA and impartiality of GL Hearn. Projections treated as forecasts. Does not take account of Brexit and meeting unmet need should only be considered when it is reasonable and sustainable to do so? Policy DS1 states that a figure of 12,400 dwellings is needed by 2031 and has been decided on without adequate consideration of Government policy. Delivery will need to increase by 55% into meet the target which will be impossible to achieve. Infrastructure provision is vague not set out and not set out for education and health.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at</p>

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							modification LP54.116-140. Therefore no further amendments considered necessary.
990	Ann Wright	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have</p>

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							also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
990	Ann Wright	NA	NA	DS1	Consider that the SHMA has not been undertaken by an independent body as GL Hearn has promoted the Cawston Extension site - also the figures do not take account of Brexit. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is clearly not the case with the housing and employment taken on behalf of Coventry. There is no information as to why Coventry cannot meet its housing needs or why Rugby should take 2,800 dwellings on their behalf. Therefore, the Rugby Local Plan is unsound in its assumptions on housing need. Policy DS1 states that a figure of 12,400 dwellings is needed by 2031 and has been decided on without adequate consideration of Government policy. An essential criterion of soundness for the plan is that it is can be delivered within the life of the plan. The number of dwellings built within the first five years of the plan is in the region of 440 per annum therefore an		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the

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					increase of 55% in the number of dwellings built would be required to meet the housing trajectory indicated in the plan making it almost impossible to achieve the proposed targets. Infrastructure provision are not set out		Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
992	Catherine Watt	NA	NA	DS1	<p>DS1 - Questions the SHMA and impartiality of GL Hearn. Does not take account of Brexit and meeting unmet need should only be considered when it is reasonable and sustainable to do so? Policy DS1 states that a figure of 12,400 dwellings is needed by 2031 and has been decided on without adequate consideration of Government policy. Deliver will need to increase by 55% into meet the target which will be impossible to achieves.</p> <p>Infrastructure provision is vague not set out and not set out for education and health.</p>		<p>Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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							<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from</p>

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							<p>Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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993	Helen Le Poidevin	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>	Delete Policy DS8	<p>The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. No alteration proposed.</p>
997	M.B. Tennant	NA	NA	DS1	<p>SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). The SHMA has been produced consistent to the requirements</p>

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					<p>when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>of the NPPF and NPPG and has been found sound by the Inspectors of the Warwick and Coventry Local plans EiPs. The achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>

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998	Helen Hackley	NA	NA	DS1	DS1 - Questions the SHMA and impartiality of GL Hearn. Does not take account of Brexit and meeting unmet need should only be considered when it is reasonable and sustainable to do so? Policy DS1 states that a figure of 12,400 dwellings is needed by 2031 and has been decided on without adequate consideration of Government policy. Deliver will need to increase by 55% into meet the target which will be impossible to achieve. Infrastructure provision is vague not set out and not set out for education and health.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
1019	John Richard Ponsford	NA	NA	DS1	Surely have to focus our investment on cutting greenhouse gas emissions and renewable energy capture rather than planning and building more houses. UK is at particular risk unless population is encouraged to fall. Should be a firm revocation of plans for major expansion of housing.		Comment noted. However, it is a statutory duty on local planning authorities to plan for objectively assessed needs for their areas, in accordance with para 14 of the NPPF. No amendment proposed.
1112	Clive Davies	NA	NA	DS1	Background of the consultants (G.L.Hearn), advice is neither impartial, nor objective. Government		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market

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					<p>guidance is clear that consultants should be independent. Acted on behalf of a developer within Rugby South West Broad Location for a development of 600 properties. Policy projections have been treated as forecasts. Future economic considerations, Brexit impact on future housing needs not considered. This makes the projections in the SHMA completely unrealistic. SHMA aiming for high level of housing despite uncertainty about future and naïve to links between people and jobs resulting in poor judgements with regard to commuting. Should not have taken unmet need from CCC with any clear explanation in MoU.</p> <p>Local Plan is unsound in its assumptions on housing need adequate consideration of Government policy, Also not deliverable based on past delivery rates and increase of 55%.</p>		<p>Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>

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1168	Christine Bailey	NA	NA	DS1	Local Plan based on doubtful statistics drawn from dated studies and projections- a plan must be based on factual evidence or it has no value;		The SHMA and Employment Land Study have been produced consistent to the requirements of the NPPF and NPPG. The SHMA has been found sound by the Inspectors of the Warwick and Coventry Local plans EiPs.
1186	Warren Browning	NA	NA	DS1	Local Plan does not take into account Post-Brexit forecasts or ONS 2017 population forecasts (correspondence to Adam Nor burn of RBC, Mark Pawsey MP and Gavin Barwell MP included with representation); At a build-out rate of 190 houses per year the Rugby Radio Station Mast site will not reach 6,200 dwellings until 2049 and therefore the Local Plan is flawed; greater emphasis should be placed on delivering the Mast Site; Mast Site considered preferable to other sites due to existing infrastructure and relative close proximity to employment at DIRFT;	Local Plan should be based on 2017 population forecasts	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. Proposed change to plan at modification LP54.6 to acknowledge latest SNPP. Whilst some figures for individual local authorities change slightly, it is clear, at the HMA level that the assessed level of need in the UAoHN (and linked to 2012-based data) remains sound. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.

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1246	Cllr Howard Roberts	Independent Group	Independent Group	DS1	<p>Strongly object to local plan and believe OAN is not a realistic portrait of the future for Rugby - historical links are threatened by unsympathetic development which undermines way town has evolved. Current plan will destroy village communities, move local economy towards low skill base and damage the environment. Spatial vision should see Rugby as a viable town itself, not just enlarged to be part of a bigger region.</p> <ul style="list-style-type: none"> - The idea that Rugby has need for 12,400 housing units is highly contentious. Economic predictions on which plan is based are fanciful by relying on CWLEP figures. This is case for employment as well as housing. Plan predicts a future of low skilled employment which requires larger land use per worker. Hard to dispute that retail and leisure activities change, however plan removes large tracts of countryside as a leisure activity. - Infrastructure is not only element when deciding location of development. Heritage, history and isolation of a village, e.g. Stretton on Dunsmore should suggest which category it fits into. Self-contained village that does not support MRS status and surrounded by Green Belt that is sacred. 		Comments noted

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1247	Cllr Crane	NA	NA	DS1	<p>As the sole elected Rugby Borough councillor for Leam Valley ward where there is a significant degree of opposition to policy DS10 – Lodge Farm – I wish to make representations on behalf of my constituents regarding concerns that the plan – and policy DS10 in particular - is unsound. There are a number of questionable assumptions used in GL Hearn's SHMA and a conflict of interest issues. Questions the use of projections in relation to population and household projections (from the Office for National Statistics) which are treated as forecasts when in reality they are likely to be affected by changing government policies (e.g. the effect of Brexit on the economy and population). This is a particular risk when using projections 20 years in the future as have been used in the case of the SHMA, SHMA figures for OAN have been increased from one year to the next with little explanation as to why; and the economic forecasts are optimistic and little consideration has been given to changing commuter patterns.</p> <p>No evidence is provided as to how the decision was made to allocate such a large proportion of Coventry's unmet housing need to Rugby. 2,800 is equivalent to 30% of Rugby's</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA) in partnership with adjoining authorities. The proportion of Coventry's unmet growth within Rugby has been arrived at through joint working through the SHMA based on a logical housing market area. Relevant consultations, consistent with the town and country planning regulations 2012 and the council's adopted SCI have been carried out in relation to this policy to ensure that the evidence has been arrived at in a co-operative and inclusive manner. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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; hence a larger quotient of development is being planned for in a proactive manner. The Consequences of</p>

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					<p>own housing need. In order for a plan to be sound, local authorities should meet unmet requirements from neighbouring authorities “where it is reasonable to do so and consistent with achieving sustainable development” (NPPF paragraph 182). It has not been justified that it is reasonable to take such a large proportion of Coventry’s unmet need and locating it far from Coventry’s boundary and in open countryside and isolated from local services and infrastructure is not consistent with achieving sustainable development. Population growth in Rugby within the plan period is questionable with it being the same as London (30%) and greater than the UK average (15%). If robust evidence cannot be provided for the housing need in Rugby then the plan may be found to be unsound. An independent planning consultant with no prior involvement in planning in Rugby Borough should be appointed to carry out a review of the SHMA and to test the assumptions on which the OAN is based.</p> <p>There is also the issue of the deliverability of the local plan based on such high housing numbers. The average rate of annual completions in Rugby over the last 7 years has been 367. For Rugby Borough</p>		<p>Brexit on household projections is not yet clear and will require several years to trickle down to plan making. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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					<p>Council to adopt a local plan which assumes a completion rate of 620 per annum is optimistic at best but in practice is likely to be undeliverable which calls into question the effectiveness of the plan and its soundness. The NPPF (para 154) states that “Local Plans should be aspirational but realistic”. The current proposals for such high annual targets are not realistic meaning the plan is unsound as it is not consistent with national policy</p>		
1314	Sue Green	HBF	HBF	DS1	<p>Housing figure should be expressed as a minimum. Concerns raised about assumptions utilised in the SHMA. 1. No adjustment for 10 year migration trend which would result in an increase; 2. Using Household formation rate as a mechanism for uplift for affordability; 3. No increase to help deliver affordable housing - the SHMA affordable housing target is greater than the affordable housing policy requirement therefore the plan will not deliver the requisite number of affordable houses. Noted that the SHMA 2015 concluded that some adjustments might be appropriate for additional needs arising from concealed and homeless households (para 6.59 & 6.76) but no uplift was applied. An Affordable Housing Statement of Common Ground dealing with the complex relationship of meeting and</p>	<p>consider that the SNHP plus adjustments for 10 year migration trends and HFR in age group 25 – 34 multiplied by a vacancy rate allowance would have provided a more appropriate demographic starting point for the calculation of OAHN which should have been further uplifted for economic growth and / or market signals - state housing number is a minimum - statement of common ground with Coventry City Council regarding affordable housing should be undertaken.</p>	<p>The housing target is not expressed as a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No further alteration is required. 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>

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					<p>delivering affordable housing needs by a re-distribution of unmet needs from one authority to another may be required between Rugby Borough Council and Coventry City Council. 4. Misalignment of economic growth forecasting timeframes and the two stage re-distribution of unmet needs from Coventry to support economic growth elsewhere. SHMA should have assessed growth projections across the plan period not 2014-31 resulting in lower economic led growth. 5. SNHP 2015 not acknowledge though it is agreed that the work undertaken for Coventry and Warwick DC Local Plan examination and the resultant outcome does not require a change to the planned housing numbers.</p>		
1353	Julian Woolley	NA	NA	DS1	<p>Housing figures in DS1 (12,400) will not relate to current economic and political situation of the country following Brexit - should be reassessed following national assessment of impact in 2017. Regardless of accuracy, local plan states 12,400 homes are required yet provides for circa 20,000 additional homes, well over the recommended 5% buffer for housing land supply.</p>	<p>Provide open and transparent methodology and rationale for development needs numbers used in plan. The 12,400 and 5% buffer should principally be on brownfield land, greenfield should be minimised.</p>	<p>Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. All sites proposed are required to maintain a 5 year land supply throughout the plan period. The plan 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</p>

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1395	Lindsay Foster	Dunchurch Parish Council	Dunchurch Parish Council	DS1	<p>Housing need assessment produced by G L Hearn who cannot be considered as impartial or objective. No attention to future economic conditions including impact from Brexit on future housing needs. SHMA has opted for comparatively high level of housing requirements despite recognising uncertainty. SHMA has also taken naive approach to links between people and jobs resulting in poor judgements with regard to commuting. Housing and employment needs from adjacent authorities should only be considered if it is reasonable and sustainable to do so, which is clearly not the case with the housing and employment taken from Coventry. No explanation MOU why Coventry can't meet need... Makes no sense that Rugby have given Coventry industrial land and also accepted industrial development on their behalf. DS1 states that 12,400 dwellings are needed by 2031 and has been decided on without adequate consideration of Government policy.</p>		<p>Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the</p>

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							Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.
1397	Helen Stewart	Stretton on Dunsmore Parish Council	Stretton on Dunsmore Parish Council	DS1	1: SHMA - Believe local plan is based on a deeply flawed assessment of the need for Rugby Borough's housing growth for the next 15 years. Accept that planning cannot be based on ever changing forecasts the economic predictions are wildly optimistic and have not been based on a balanced evidence base. Vote to leave EU will have an additional downward effect of levels of migration to the area and the combined effects of exaggerated forecasts and changing political/economic landscape mean that the assessment may be orders of magnitude away from reality. No doubt that the need will be there eventually but it is the error timescale that concerns us as the desire to build in Major Rural Settlements is at your own admission, driven by the requirement to bring development on stream quickly and not by the need to locate homes in the geographical areas concerned.		Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of

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							<p>Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC The STA June 2017 updated the September 2016 STA by increasing the modelled area so</p>

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							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, which are contained within the modification IDP.
1401	Maria Meede	Wolston PC	Wolston PC	DS1	Figure of 12,400 appears to be far too high and based on unsound research. The plan is therefore considered to be not 'positively prepared' and thus potentially unsound.		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.
1401	Maria Meede	Wolston PC	Wolston PC	DS1	The plan to deliver 12,400 dwellings over the plan period is not 'effective', as the necessary rate of delivery to achieve this, being more than 3.5 times the average delivery rate over the last seven years, is not considered deliverable.		All sites proposed are required to maintain a 5 year land supply throughout the plan period. The plan 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. Discussions with developers/landowners of existing sites benefiting from planning permissions, as well as proposed allocation sites, have taken place to inform a deliverable housing trajectory.

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1403	Sylvia Jacques	Thurlaston PC	NA	DS1	<p>Employment Land: As with the Housing goal, based on out of date statistics and economic forecasts, should be abandoned, so should the employment land forecasts that also use them. Jobs growth is forecast to slow to a crawl over the next 15 years. If this is the case and RBC goes ahead with 660dpa, the borough will be faced with a massive over supply of labour. There appear to be 3 options: large-scale unemployment, massive commuting, or net out-migration from the shiny new houses. None of these sit comfortably with the goal of sustainability. GL Hearn's estimated need for B8 jobs appears to be excessive. Before proceeding with such large scale developments would wish to be sure they are needed. WS Atkins report would suggest that 79ha is a gross estimate. This debatable number should be re-assessed in the context not only of future forecasts but also of an audit of current B-class vacant land.</p>		<p>The Local Plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Jobs growth is shown to increase steadily over the plan period and projected to outperform regional jobs growth in the short term, before matching regional rates of growth over the longer term. Policy is formulated in relation to the evidence base and is considered to be sound. The Local Plan sets out how completions, existing supply and proposed new allocations meet this target, including where new allocations such as at Coton Park East and Rugby Radio Station (in addition to existing sites in supply) will be expected to provide for a wider range of employment development, including smaller units appropriate for B1 and B2 development, as opposed to the provision of larger B8 uses in particular at Rugby Gateway and the South West Rugby allocation. Rugby objectively assessed housing need is 480 dpa for which quantum of employment development proposed over the plan period is considered to align with.</p>

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1403	Sylvia Jacques	Thurlaston PC	NA	DS1	<p>Implementation: Housing completions have averaged 420 dpa over the last 8 years but with little annual variability, consistently 120 dpa below the current target. Developers are only likely to increase supply if demand is increasing. Economic growth, having grown steadily, is now predicted to fall, and inflation is expected to rise, and we have already mentioned the expected fall in net migration. Unlikely therefore that demand for housing will rise beyond current levels. To expect to build 60% more houses more than the medium-term average is a stretch.</p>		<p>All sites proposed are required to maintain a 5 year land supply throughout the plan period. The plan 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. Discussions with developers/landowners of existing sites benefiting from planning permissions, as well as proposed allocation sites, have taken place to inform a deliverable housing trajectory.</p>

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1403	Sylvia Jacques	Thurlaston PC	NA	DS1	Evidence of great deal of "modelling" but much of it is based on out of date data, unverifiable (and sometimes unacknowledged) assumptions and only patchily validated models. Data and forecasts are often in conflict, consultants' views differ wildly, and the housing, traffic and employment studies appear to have been done without much inter communication.		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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1403	Sylvia Jacques	Thurlaston PC	NA	DS1	<p>Housing: Rugby's population has grown by some 18% in last 15 years, and housing completions average 534 dpa. Latter figure is grossly distorted however by the Great Recession - a robust mean completion rate is around 400 dpa. GL Hearn's assessment is flawed, and the housing assessment has been overtaken by events.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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1435	A Sullivan	NA	NA	DS1	<p>Employment provision is poorly presented and just fed. The statistical relationship between land and jobs is questioned. Questions over why only B1, B2 and B8 have been considered and no other types of employment. Not enough clarity and justification have been provided for the recommended employment land provision of 6-8ha per annum. The lift from 79ha to 110ha is not convincingly explained. How Coventry's need was generated is not clear. There appears to be a conflict in the figures between policy DS1 and the employment MoU. Objections to the 35ha of employment land at Cawston Spinney as part of South West Rugby; the CPRE object to warehouse development is an environmentally sensitive area. The Rugby Radio Station site should maintain higher levels of provision.</p>		<p>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. Additional details will be finalised at the Planning Application stage.</p>

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1435	A Sullivan	NA	NA	DS1	<p>The SHMA was neither independent nor objective and does not comply with government guidance. It was commissioned and closely steered by local authorities with a vested interest in growth. Only organisations with a similar vested interest were consulted. We understand that the consultants themselves act for a number of housing developers in the Rugby area so cannot be considered objective. The study treated population and household projections as if they were forecasts, directly contrary to government policy. The study made no attempt to consider how government policy or economic circumstances may change in future. There appears to have been no consideration of the potential impact of the Brexit referendum result on the economy, migration, demand for housing etc. Concerns over the SHMA and housing allocations include: Issues with the trends used for headship rates, that identified uncertainties have been ignored, links between people and jobs is overs simplistic, relationship between affordable housing and overall housing need is never clearly established, Coventry is relying on neighbours for both employment and housing needs which is unsustainable and Rugby</p>		<p>SHMA is considered to be a robust document that details the required housing in Rugby over the plan period. Use of SHMA is in accordance with the requirements of Paragraphs 50 and 159 of the NPPF. Supporting text also includes reference to consideration of future SHMA updates commissioned by the Council and also updated Housing Needs SPD. Amendments to policy not considered necessary. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. The SHMA has been produced. All sites</p>

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					<p>has given no justification for taking this need. Additionally deliverability of the plan has not been demonstrated, labour, materials and economy could mean that 680 homes per year is unachievable, no convincing evidence that a five year supply is likely to be achieved, the IDP does not give enough detail on costs and viability to ensure that housing on larger sites can come forward, windfall estimates have been underestimated. The impacts of these concerns include a range of negative consequences on sustainability and over allocation will lead to a loss of control over development to the house builders. No exceptional circumstances have been demonstrated for the Green Belt sites, no need has been demonstrated for the development in specific villages and the Green Belt development is not compliant with the results of the Green Belt study or the NPPF.</p>		<p>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 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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</p>

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1444	John Pearce	Amec Foster Wheeler	Warwickshire County Council	DS1	<p>Concern that total quantum of employment land proposed to meet Rugby's needs is too conservative. Consider that the buffer included in the target is insufficient in context of NPPF para.21 which states that plan policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances.</p>	<p>Suggest employment land target in DS1 should be increased to 130 hectares.</p>	<p>The Local Plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. The Local Plan sets out how completions, existing supply and proposed new allocations meet this target and therefore no further employment land allocations are considered necessary.</p>

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1448	Nick Small	Stagecoach	Stagecoach	DS1	<p>Stagecoach accepts the quantum of development proposed, recognising that the Planning Authority is duty-bound to positively plan to meet the objectively-assessed development needs (OAN) arising within the Borough. This quantum gives rise to an exceptionally ambitious development programme, delivery of which poses significant practical challenges, and not least threatens both to the sustainability of existing bus services throughout the Borough, never mind the improvement and extension of bus services to effectively serve new development. No party can supply evidence that this level of development can be accommodated without the residual unmitigated impacts being severe. As we outline elsewhere, this risks fatally undermining the Plan, in the absence of suitable policy protecting against such an outcome. It is vital to allow the traffic impacts of the development strategy to be most rationally catered for in the first half of the Plan period, by concentrating delivery north of the railway lines, thus avoiding as far as possible, overly impinging of traffic growth on north-south corridors leading to and running across the old Town Centre. These are the very "hot spots" identified in the traffic model.</p>	<p>The Policy should be modified to require that development proposals on sites allocated in the rural area should ensure that where possible, pedestrian and cycle links are provided to maximise convenient access to existing public transport services. Stagecoach urges that Policy DS6 should be modified to read: "Provision, where opportunities are present, of links to existing pedestrian and cycle paths with the adjacent settlement, and to local public transport links, including upgrade or provision of bus stop infrastructure where required;"</p>	<p>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. 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 STA demonstrates the measures contained within the IDP mitigate against the impacts of the local plan growth. 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).</p>

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1453	Pete Lawrence and David Carter	Save Brandon Stadium Supporters Group	NA	DS1	SBSG believe Brandon Stadium should be protected from redevelopment until replacement provision is delivered. As yet no replacement site has been identified and crucially the alternative site is not identified in the emerging local plan. SBSG remains concerned at threatened closure of existing stadium and request RBC to consider the urgent designation of the site as a conservation area. Also understood that RBC may revisit decision not to designate site as an Asset of Community Value.		Policy has been formulated in relation to evidence base and is considered to be sound. 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.
1469	Clive Cotton	NA	NA	DS1	Suggest condition that road infrastructure be built before the housing and developers exhaust old radio mast site first, then the Borough reassess the need in light of new housing then existing.		The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. No change recommended.

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1469	Clive Cotton	NA	NA	DS1	<p>Grounds for believing that the evidence produced by G L Hearn less than independent and being in their interests to suggest building the numbers in the plan. Incentive for developers to build expensive houses for profit.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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. No change recommended.</p>
1474	Dareen Bundock	NA	NA	DS1	<p>SHMA: G L Hearn cannot be considered as independent, therefore assessment is fundamentally unsound. Population projections have been treated as forecasts, which is contrary to government policy. No consideration of varying economic conditions or significant political changes such as Brexit on future housing needs. MOU does not explain why Coventry can meet its housing needs. Housing and employment needs should only be considered when it is reasonable and sustainable to do so. Infrastructure plan is vague with uncoded transport proposals. Also a presumption that developers will pay, not only for transport needs by also school and health facilities without providing information on number of schools or GP surgeries required.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to</p>

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							the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
1474	Dareen Bundock	NA	NA	DS1	Sustainability Assessment Framework Strongly believes that scores assessed in a biased manner to provide a positive outlook for development... SA should be reviewed by an independent body with members of the existing local community.		Sustainability appraisal work carried out by independent Land Use Consultants (LUC). Scoring reviewed by consultants following consultation responses but no changes to methodology or scoring proposed.
1475	D C Owen	NA	NA	DS1	Plan is ill conceived and based on unreasonable and out of date assumptions. The plan confuses projections with forecasts and takes no account of recent political developments, namely decision to leave EU and to exercise greater control over immigration. The result is a significant over estimate of the number of new homes required. SHMA G L Hearn neither impartial nor objective. Population projections have been treated as forecasts, which is contrary to government policy. No consideration of varying economic conditions or significant		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry,

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>political changes such as Brexit on future housing needs. SHMA has also taken naive approach to links between people and jobs resulting in poor judgements being made with regards to commuting. Housing and employment needs from other authorities should only be considered when reasonable and sustainable. MOU offers no information as to why Coventry cannot meet its housing needs.</p>		<p>Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. Therefore no further amendments considered necessary.</p>

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1475	D C Owen	NA	NA	DS1	<p>Employment: Local Plan and SHMA do not deal properly with future employment opportunities. G L Hearn calculations use out of date job densities and plot ratios, as revealed by the Employment Density Guide, jobs already happened not accounted for and considerably overstate the opportunities going forward and the need for commercial development sites.</p>		<p>Completed employment development, and therefore jobs already taken up, is factored in to calculations of employment land supply within the local plan period 2011-31 as shown by proposed modification LP54.13 and further discussed in the Employment Land Background Paper (2017). Employment Land Study published in May 2015 prior to publication of latest HCA employment densities guide in November 2015. Employment densities and plot ratios used in Employment Land Study have been reviewed in Employment Land Background Paper and compared with latest guide. The differences are not significant however and do not affect land requirements as set out in proposed policy.</p>

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1480	D Cusworth	NA	NA	DS1	Need to stop builders banking future plots as creating dangerous situation where homes committed but haven't realised pressures on local infrastructure and resources. Builders need to be forced to complete already agreed housing within tighter schedule. G L Hearn not objective or independent. This is against government guidance.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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. Infrastructure required to support levels of new development in the local plan is set out in the amended IDP as shown by modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory, however the local planning authority does not have power to control the build out rate of sites once permitted.
1482	D Gray	NA	NA	DS1	SHMA needs to be re-visited and re-assessed. G L Hearn neither impartial nor objective. Contrary to government policy, policy projections have been treated as forecasts. Future economic considerations, including impact of Brexit on future housing needs have not been given any attention. This makes projections in the SHMA completely unrealistic. Despite recognising high degree of uncertainty, SHMA opts for comparatively high level of housing requirements. Also naive approach between people and jobs resulting in poor judgements regarding		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West

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					<p>commuting. Do not understand why MOU offers no information as to why Coventry cannot meet its housing needs or why Rugby should take 2800 dwellings on their behalf. Housing and employment needs from other authorities should only be considered when it is reasonable and sustainable to do so. Furthermore, essential criterion of soundness is that can be delivered within the life of the plan. Number of dwellings built within first five years of the plan is in the region of 440 p.a - an increase of 55% in the number of dwellings built would therefore be required to meet the housing trajectory, making it almost impossible to achieve the proposed targets. Infrastructure plan for provision of housing numbers is vague. Transport proposals but no cost estimates and presumption that developer will pay also for schools and health provision. No information on number of school or GP surgeries given.</p>		<p>Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>

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1488	D Palmer	NA	NA	DS1	<p>Housing numbers in SHMA produced by G L Hearn seriously overestimated. Out of date, pre-dating Brexit and exaggerated. DS8 and DS10 will potentially halt the development at the mast site (Houlton) as developers will divert to Dunchurch. These policies could therefore be counterproductive in producing housing numbers for the Borough.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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1489	D Ralph	NA	NA	DS1	Plan woefully short in understanding as well as providing for the necessary natural order. No reference to any positive or progressive consultation with the major and local environmental experts. Emphasis seems to have been placed on trying to adhere to government minimum requirements in this regard.		Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy.
1497	D Collins	NA	NA	DS1	Housing numbers based on under provision of housing numbers by Coventry and the government planning white paper will change the housing assessment criteria so the plan should be held until this is published.	Housing numbers based on local need and new white paper.	Local Plan cannot be paused as new methodology will be phased in with Councils who have already submitted their Plans using their existing allocations. Provisional estimate of Rugby's projected need based on new system not considered significantly different from allocations.

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1498	D R Daniel	NA	NA	DS1	<p>With imminent boundary changes the Local Plan should be abandoned until the Council is clear about the housing commitment it faces within the new proposed boundary, and at the very least the plans should be scaled back to exclude the 2800 houses originally incorporated to accommodate a growing Coventry.</p>		<p>Local Plan independent of Parliamentary constituencies. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.</p>

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1500	D Lupton	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals.</p> <p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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					<p>RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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1511	Dr I B Draper	NA	NA	DS1	<p>Plan proposes the addition of an extraordinary number of dwellings and therefore residents which is difficult to imagine the area can absorb without serious detriment. Increase in traffic thorough Dunchurch crossroads, concomitant increase in pollution and strain on local services will all have considerable adverse effects. Dunchurch I one of the few areas around Rugby with local character, being very picturesque and historical and its ambience will be ruined if these proposals go ahead, and could never be recovered. It does not seem reasonable to lose an important part of Rugby's heritage when there are areas in the locality where this would not be a factor. Lack of independence of some bodies involved in drawing up proposals (GL Hearn, WCC who owns much of the land and is also the Highways Authority), which could have influenced the recommendations. Only those familiar with the area will appreciate the larger adverse effects the Local Plan will cause in its present form. Urge reconsideration of proposals.</p>		<p>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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west,</p>

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							<p>Rugby, Warwickshire (ref: 3147448 - 10 July 2017). Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.</p>
1515	E Baptiste	NA	NA	DS1	<p>Object to SHMA. Agree with points made by Clive and Mary Davies. Huge housing plans will spoil the area of Dunchurch including the green land and tranquillity as well as putting enormous pressure on the infrastructure of the whole area.</p>		<p>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. 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. The Local Plan allocations are also supported by evidence which identifies constraints and mitigation measures these are translated into DS8, DS9, the IDP and the SPD.</p>

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1521	E Jones	NA	NA	DS1	Object. G L Hearn cannot be considered as impartial or independent.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.

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1521	E Jones	NA	NA	DS1	Population projections treated as forecasts within SHMA which again is contrary to government policy. No attention given to future economic conditions including impact of Brexit on future housing needs.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.

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1521	E Jones	NA	NA	DS1	SHMA opted for comparatively high level of housing despite recognising there is a high degree of uncertainty as to future housing need. SHMA also takes naïve approach to links between people and jobs resulting in poor judgements with regard to commuting.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1521	E Jones	NA	NA	DS1	<p>Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is clearly not the case with the housing and employment taken on behalf of Coventry. MOU offers no information as to why Coventry cannot meet its housing needs or why Rugby should take 2800 dwellings on their behalf.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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1521	E Jones	NA	NA	DS1	<p>Plan is unsound in assumptions on housing need. DS1 states figure of 12,400 are needed by 2031 and has been decided on without adequate consideration of Government policy. Essential criteria for soundness are that can be delivered within lifetime of the plan. Increase of 55% in number of dwellings built required to meet housing trajectory, making it almost impossible to achieve the proposed targets.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.</p>

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1522	E Kirkland	NA	NA	DS1	<p>Objections to SHMA: G L Hearn neither impartial nor objective. Government guidance is clear that consultants should be independent. Policy projections have been treated as forecasts - contrary to government policy. Future economic considerations including any impact of Brexit on future housing needs have not been given any attention. This makes projections in SHMA completely unrealistic. Despite recognising high degree of uncertainty as to future housing needs, the SHMA has opted for a comparatively high level of housing requirements and has also taken a naïve approach to links between people and jobs resulting in poor judgements with regard to commuting.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need Therefore no amendments considered necessary.</p>

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1522	E Kirkland	NA	NA	DS1	<p>I do not understand why the “Memorandum of Understanding relating to the planned distribution of housing within the Coventry & Warwickshire Housing Market Area (HMA)” offers no information as to why Coventry cannot meet its housing needs or why Rugby should take 2,800 dwellings on their behalf. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is clearly not the case with the housing and employment decisions taken on behalf of Coventry. Rugby Local Plan therefore unsound in its assumptions on housing need. Policy DS1 states that a figure of 12,400 dwellings is needed by 2031. That “figure” has been decided upon without adequate consideration of Government policy, use of largely fictitious (to my mind) and over-inflated estimates (guesses, actually!!) of future development needs.</p>		<p>The justification of Coventry City’s unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick’s local plan. No alteration proposed</p>
1522	E Kirkland	NA	NA	DS1	<p>Furthermore, an essential criterion of soundness for the plan is that it can be delivered within the life of the plan. The number of dwellings built within the first five years of the plan is in the region of 440 per annum - an increase of 55% in the number of dwellings built would, therefore, be required to meet the</p>		<p>The Development Strategy seeks to allocate a range of sites both in terms of size and location in order to maximise delivery, whereas the last Development Strategy focused entirely on the single housing market of the Rugby Urban Area.</p>

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					housing trajectory indicated in the plan making it almost impossible to achieve the proposed targets.		
1538	Dr P Cooper, Mr F A Cooper, Mrs B Y Cooper	NA	NA	DS1	Question validity of housing/population numbers. Projections should not be treated as forecasts... No certainty that population will continue to grow. Possible overestimation of housing. Query why suitable to absorb housing from Coventry's need. Proposed building in Southwest appears to be disproportionate and unfair.		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. Household projections are the starting point for arriving at housing need. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.

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1547	G A Polley	NA	NA	DS1	<p>Finally, proposals suggest enormous increase in demand for housing based on optimistic projections carried out before the EU referendum. Should be closer look at projections and rigorous re-appraisal. Existing planning permissions amply meet the reasonable projections over the next 15 years.</p>		<p>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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and continues 5 year land supply throughout the plan period.</p>

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1548	G Adams	NA	NA	DS1	<p>Plan is disingenuous in its presentation of requirements. The plan of 12,000 to 20000 is the council's figure and not the absolute number that must be built; it is based on outdated population forecasts that were calculated before the 2008 economic crash and the more recent Brexit.</p>		<p>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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1548 b	G Adams	NA	NA	DS1	Housing demand projections used are out of date.	Use housing forecasts based on projections taken after the 2007 financial crisis and post Brexit vote.	No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>
1552	G Davies	NA	NA	DS1	SHMA - Not impartial or objective, therefore unsound. Population projections treated as forecasts, contrary to government policy, no attention given to future economic		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). The SHMA has been produced consistent to the requirements

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					<p>conditions including Brexit on future housing needs. Opted for high level of housing requirements despite recognising that high degree of uncertainty as to future housing need. Naive approach between people and jobs resulting in poor judgements with regard to commuting. Housing and employment needs from neighbouring authorities should only be considered when it is reasonable and sustainable to do so, which is clearly not the case with the housing and employment taken from Coventry. MOU offers no explanation. Loss of Countryside</p>		<p>of the NPPF and NPPG and has been found sound by the Inspectors of the Warwick and Coventry Local plans EiPs. The achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>

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1558	G Owen	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals. Re: Employment and SHMA - do not deal properly with future employment opportunities. If SHMA believed then significant number of new residents would be unemployed. And not able to afford the proposed houses. Re: Infrastructure: Requirement to support the projected requirement of 12,400 dwellings not detailed. Need for new schools, doctors' surgeries, roads and other forms of transportation such as pathways and cycle routes. Plan does not show how these would be funded or when and how they would be delivered. Therefore not a viable Plan.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at</p>

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							modification LP54.116-140. Therefore no further amendments considered necessary.
1559	Mr and Mrs G P Gray	NA	NA	DS1	<p>SHMA - On basis on impartiality SHMA is unsound. Population projections unsound and level of housing need is uncertain. DS1 - 12400 dwellings by 2031 is based on unsound data and assumptions. Unlikely to be achievable. Information on how infrastructure and surrounding existing villages/areas supported is poor. Inadequate consultation with existing services. Traffic congestion, air pollution, crisis in secondary school places. Pressure on already pressured infrastructure and services.</p>		<p>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. 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.</p>

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1576	H Creery	NA	NA	DS1	<p>Projected figure for housing is excessive and grossly inaccurate. Compiled by a company with a vested interest in building contractors. Same company has had rejections on grounds of accuracy. Rate of population increase falling post Brexit and further fall thus reducing the need for excessive houses. More homes needed but consideration should be given to affordable properties and social housing. Number of homeless is increasing and their needs should be considered in the type of housing stock built. Complete houses on mast site then assess demand. Why not refurbish empty properties. Dishonest not to include houses on 'Windfall' sites.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Policies proposed that cover housing mix and provision of affordable housing. Allowance for windfall sites is included within the housing trajectory for housing delivery over the plan period.</p>
1621	Janet Wade	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry,</p>

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					number of uncosted proposals.		Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
1627	Helen White	NA	NA	DS1	Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No	Delete Policy DS8	Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet

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					<p>justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p>		<p>housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>

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1647	Claire Siddaway	NA	NA	DS1	Projected housing need has probably been over-estimated. Recent increase in population has been due to European economic migrants who work in the distribution centres, probable this increase will not continue after Brexit. Lack of infrastructure of GPs and schools in Dunchurch and Bilton area already.		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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. DS8 and the IDP contain the education infrastructure required to support the growth in S W Rugby in consultation with WCC Education. No change recommended.
1653	James Gray	NA	NA	DS1	Re: SHMA - concerns over impartiality of consultants and those projections are unsound and level of housing need is uncertain. Policy DS1 - figure of 12,400 houses based on unsound data and assumptions. Information given on how infrastructure will be supported is poor.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Policy has been formulated in relation to evidence base and is considered to be sound.

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1676	Mr Craig Beech	NA	NA	DS1	<p>The Borough Council cannot put policies in place which put Dunchurch residents under an increased threat of air pollution. DS8 and DS10 will potentially halt the development at the mast site (Houlton) as developers will divert to Dunchurch. These policies could therefore be counter-productive in producing housing numbers for the Borough. I believe the strategic location for housing should be rethought and located next to employment areas and with easy access to primary highway routes such as Ansty Park. This would be a much more appropriate location for DS8 and DS10 and provide the Coventry overspill requirement at the same time.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations.</p>

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1690	Lee White	NA	NA	DS1	<p>My complaint is compounded by the issue that RBC appear to be protecting Coventry green belt at the cost of Rugby farming land, which to my knowledge, is not within the behest and requirements of a local plan. RBC is elected by the people of Rugby to manage our town and maintain and improve the lives of the local residents therein. Needless to say fully in accordance with Government requirements and legislation. To my knowledge no councillor has a right to give away the towns land to the benefit of other councils</p>		<p>The justification of Coventry City's unmet housing need is borne out of the work undertaken at the Housing Market Area (HMA) level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan.</p>
1709	Julie Smith	NA	NA	DS1	<p>Believe the plan breaches requirements relating to local needs and the environment including pollution. Methods used to speculate future needs are unreliable and are questionable and the impact assessment inaccurate.</p>	<p>Building should be more dispersed across the town. Industrial development would be better matched to the employment needs of the people. Housing for retired may free up family homes and more use of brownfield sites is needed.</p>	<p>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>

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1720	Jeremy Thorne	NA	NA	DS1	Land to the south of Ashlawn Rd and Hillmorton Rd is outside the designated urban area and is subject to an increasing number of developer planning applications which are unsuited to the infrastructure and facilities of the area. More than enough housing provision has been made in Hillmorton and at Rugby Radio Station.	Designate land in to the south between Hillmorton and Ashlawn Roads as green infrastructure to protect from speculative planning applications.	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 options for allocation. This includes consideration of the landscape value of this area. Whilst there have been recent planning applications/appeals in this area, no allocations are proposed in the local plan for land south of Ashlawn Road and Hillmorton Road.
1752	Kay Thorpe	NA	NA	DS1	With all the warehousing units we already have in around the town, are they really necessary, and why on a site adjacent to a small village, whose centre are a conservation area? Not only would they be an eyesore, but would bring significantly more traffic, and disturbance out of proportion to the small number of jobs it might create. The numbers involved in the planned housing developments are alarming, not only because of the areas of green fields in this supposedly rural community which will disappear, but because there seems to be no infrastructure, especially roads, planned in until one third of the houses are built. Dunchurch crossroads is already a bottleneck morning and evening. It is already a dangerous junction and a heavily polluted area. There is also the question of who all these additional		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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

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					houses are for - it appears that a large proportion could be for Coventry overspill and commuters.		
1872	Rob Wells	Savills	Neyland Properties Ltd	DS1	Strongly support the identification of the requirement for 110ha of employment land over the plan period and the identification of Coton Park East as an allocation to provide for B1/B2/B8 uses.	A number of smaller sites should be identified to ensure housing delivery in the short to medium term.	Comment noted - no further action considered necessary.
1872	Rob Wells	Savills	Neyland Properties	DS1	Strongly support the allocation of 110ha for employment land over the plan period and Coton Park East for B1/B2/B8		Comment noted.
1872	Rob Wells	Savills	Neyland Properties	DS1	Strongly support the allocation of 110ha for employment land over the plan period and Coton Park East for B1/B2/B8		Comment noted.

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1875	Michelle Simpson-Gallego	Pegasus Planning	AC Lloyd / Persimmon	DS1	<p>OAN - (since release of 2014 based subnational household projections) In light of the delivery concerns in Coventry City and work undertaken to assess capacity in the HMA, it is considered that the figure for Coventry should not be increased further however, the overall OAN should be increased and accordingly dwelling requirements for authorities neighbouring Coventry should be adjusted to make up the shortfall. <u>Plan period</u>- Council should extend plan period to ensure plan is effective for 15-20 years beyond adoption. As number of sites in the plan have capacity to deliver beyond the plan period, the plan should be rolled forward to plan for growth in the longer term. <u>Cross boundary unmet need</u> - there is concern that as NBBC have not signed up to the C&W MoU that the housing need within the wider HMA has not been met. <u>Employment needs</u> - concern with age of data used in employment land evidence. Should reflect accelerated take-up in recent years. Unclear if sufficient additional employment land has been identified to provide for population increase arising from meeting unmet housing need from Coventry, therefore target should be closer to 8ha per annum rather than 7ha. Not clear how RBC will meet the</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. Proposed alteration LP-54.6 insert new para. After 4.7. Whilst some figures for individual local authorities change slightly, it is clear, at the HMA level that the assessed level of need in the Upon (and linked to 2012-based data) remains sound. The NPPF states a plan period of 15 is preferable, not a requirement. The growth proposed for allocation within the plan exceeds the plan period. A MoU distributes the OAN across the HMA to ensure it is met within the HMA. Although NBBC are not signatories of the MoU, RBC is of the</p>

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					<p>redistribution of employment land in ELMOU given that Ansty Park and Ryton now developed. Employment evidence will need to take account of market signals/intelligence as referred to in ELMOU. <u>Meeting housing requirement</u> - phased approach to delivery is logical from mathematical perspective but illogical to significantly boost the delivery of housing. Sedgefield approach should be used to make up deficit within first five years as agreed by the Government. Council should identify sites over and above dwelling target in Policy DS1 to provide a 20% buffer rather than 10% currently identified. Concern that housing land supply strategy will not deliver dwellings in a timely manner. <u>Meeting the employment requirement</u> - increase CPE allocation from 7.5ha to 11.5ha to maximise use of the land. Council has taken a cautious approach to allocating employment land, given locational advantages a minimum 7ha per annum should be identified and would also assist with flexibility in meeting the economic objectives of the plan. The location of the site is highly attractive for a range of unit sizes. The ELS is informed by the most up to date information,</p>		<p>view, from limited inspection of NBBC evidence that NBBC can deliver their contribution of the OAN as identified within the MoU. With regards to employment land, the Local Plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. An up-to-date employment land supply position, reflecting more recent past take-up, is included in proposed Policy DS1 of the Local Plan as indicated by modification LP54.13 and further discussed in the Employment Land Background Paper (2017). The provision of employment land in Rugby Borough to address a shortfall in meeting sub-regional strategic employment needs, arising from the unmet needs of Coventry City, has been addressed through Duty to Cooperate and the Coventry & Warwickshire Employment Land MoU agreed in 2016.</p>

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2187	David Keene	NA	NA	DS1	Manse Opus LLP and Rolls Royce own 14.5 ha of land adjacent to Parcel C6, which has been proposed for removal from the Green Belt in the local plan. A site assessment would reveal there is little discernible difference between Parcel C6 and land to the east		The site is located within the green belt; the Coventry and Warwickshire Green Belt Review has made an assessment of the West Midlands Green Belt with the results available as part of RBCs online evidence base.
1878	Duncan Chadwick	David Lock Associates	Tarmac Ltd	DS1	Housing target should be expressed as a minimum and 12,400 figures should be significantly increased to meet housing need and economic targets, ensure delivery, and promote choice and competition in the market and to address affordability issues. Target should be 571 dpa or 11,420 overall before unmet need, based on economic led forecasts which reflect the Borough's, the LEP's and the area's employment and economic growth objectives. Policy should also delete references in para.4.10 to an annual housing target of 540 dpa in early part of plan as this is inconsistent with Council's 5 year housing land requirement. In addition to an increased OAN, a further increase will be needed to deal with unmet need from Coventry, unmet needs from Birmingham HMA, and resolution of Nuneaton's contribution to Coventry unmet need. Release of housing white paper expected to reflect the government's commitment to	Local plan should be revised to make provision for allocation of client's site at Ryton on Dunsmore.	The housing target is not a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. 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. No alteration is required. A MoU distributes the OAN across the HMA to ensure it is met within the HMA. Although NBBC are not signatories of the MoU, RBC is of the view, from limited inspection of NBBC evidence that NBBC can deliver their contribution of the OAN as identified within the MoU. Rugby Borough is not within the Greater Birmingham HMA and does not have a DtC objection from Birmingham regarding housing need. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing

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					<p>ensuring the delivery of housing, including increasing the supply of land for housing development. Birmingham Development Plan expected to be adopted in early 2017; as set out in our original rep, the need for housing in the Greater Birmingham HMA has a direct impact on housing need in the C&W HMA. There has been little progress of agreement on how this should be distributed among the sub-region. Rugby local plan should therefore build in sufficient flexibility to accommodate additional growth that may be required to address such need and fulfil the duty to cooperate. Considerable local objection to inclusion of Lodge Farm proposed allocation in the local plan; NPPF supports development that “facilitates the use of sustainable modes of transport” and “where the need to travel will be minimised”. The Lodge Farm site fails these tests in respect of meeting Coventry’s needs, being some distance from the city. More housing should be planned for on the edge of Coventry, within main rural settlements and close to employment and transport infrastructure.</p>		target. No change recommended.

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1897	Karin Hartley	Delta Planning	AC Lloyd Holdings Ltd	DS1	<p>RBC seeks to provide 110 ha of employment land; as the requirement (100-130 hectares over remaining plan period) relates to a 16 year period and not whole plan period, arguably the needs are likely to be greater than the 100-130 hectares for the whole plan period. The ELR (GL Hearn Study) excludes consideration of development needs arising from Coventry, for example Ryton and Ansty are excluded. This reduces short term completion trends from 13.2 ha to 3.9 ha per year. The commercial property market around Coventry has been buoyant in recent years and by ignoring it the ELR is fundamentally flawed. The Employment MOU states that Ryton and Ansty have already more than provided for redistribution from Coventry, however most of the land has been taken up over a five year period and difficult to see how remaining land will meet employment requirements over the next 15 years. No flexibility has been built into employment land supply and is likely to exacerbate shortage of strategic land as recognised by more recent sub-regional employment land studies.</p>	<p>The plan fails to address sub-regional need for strategic employment land and has therefore not been positively prepared and will ultimately fail to meet own objective to "ensure that all businesses, whether large or small, can locate and operate in Rugby through the provision of a varied portfolio of employment land".</p>	<p>The Local Plan employment target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. An up-to-date employment land supply position, reflecting more recent past take-up, is included in proposed Policy DS1 of the Local Plan as indicated by modification LP54.13 and further discussed in the Employment Land Background Paper (2017). The provision of employment land in Rugby Borough to address a shortfall in meeting sub-regional strategic employment needs, arising from the unmet needs of Coventry City, has been addressed through Duty to Cooperate and the Coventry & Warwickshire Employment Land MoU agreed in 2016.</p>

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1901	Mathieu Evans	Gladman Developments Ltd		DS1	<p>Overall assessment of housing need is considered to be significant underestimation and does not include reference to 2014 household projections. Concerns relating to unmet need from Coventry as Nuneaton and Bedworth has not committed to delivering its portion of the unmet need therefore no certainty that housing requirements of the HMA can be met.</p> <p>Furthermore the assessed need takes no account of unmet housing needs from Birmingham. Total plan delivery provides for a 10% buffer above the housing target - a buffer is prudent however question whether 10% is enough in case of Rugby. Do not consider proposed strategy is sound as will not deliver overall plan targets and will not be able to demonstrate a 5 year land supply.</p>		<p>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. Proposed alteration LP-54.6 insert new para. After 4.7. Whilst some figures for individual local authorities change slightly, it is clear, at the HMA level that the assessed level of need in the UAoHN (and linked to 2012-based data) remains sound. A MoU distributes the OAN across the HMA to ensure it is met within the HMA. Although NBBC are not signatories of the MoU, RBC is of the view, from limited inspection of NBBC evidence that NBBC can deliver their contribution of the OAN as identified within the MoU. Rugby borough not within the greater Birmingham HMA. The revised HT (LP54.114) provides a greater buffer than at Publication following the 2016/17 monitoring returns and discussions with developers/landowners of existing sites and proposed allocations.</p>
1907	Martin Herbert	Brown & Co	Edward Walpole Brown	DS1	<p>It should be stated that a figure of 12,400 homes is a minimum number as is provided for in 4.7.</p>	<p>Add word minimum on first line after word following.</p>	<p>The housing target is not a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No alteration is required.</p>

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1907	Martin Herbert	Brown & Co	Edward Walpole Brown	DS1	An allowance for windfall should not be built into the housing targets and we consider generally that there is insufficient detail in the Plan on delivery targets, implementation and deliverability linked to the major sites, some of which have major constraints to be overcome. In particular the south west SUE, whilst clearly advanced to an extent, has obviously major issues to be overcome and infrastructure to take place before development can commence. This means that it is unlikely to deliver the numbers expected in the Plan and generally we challenge the delivery targets, phasing and the allocations. The housing trajectory, as referred to in 4.15, is insufficiently explained.	Amend Plan and Policies to reflect.	The Housing target has been formulated in line with the NPPF and national best practice. 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. It is acknowledged that not all sites will deliver within the Plan period and this is because the Local Plan has sought to allocate a sufficient supply of land to maintain a 5 year land supply by offering the widest range of sites in terms of size and location.
1909	Paul Hill	RPS	St Modwen	DS1	DS1 or the housing background paper does not appear to have been addressed/incorporated the joint 2016 CWHMA housing evidence undertaken in August 2016. Notes that the update only considers the updated sub population/household projection and not local evidence in terms on rents, house prices and affordability. The CWHMA findings do not result in a fundamental change to the SHMA 2015 update. Account may have to be taken of any changes resulting from the White Paper.	<ol style="list-style-type: none"> 1. The 12,400 dwellings should be expressed as a minimum figure. 2. Alteration to para 4.7 to reflect CWHMA 2016 and insertion of minimum into Policy DS1 to provide consistency with supporting text. 	Modification LP54.6 inserts new paragraph to explain how local plan has taken account of latest CWHMA housing evidence undertaken in August 2016. The housing target is not expressed as a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No further alteration is required.

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1909	Paul Hill	RPS	St Modwen	DS1	Lodge Farm will accommodate multiple outlets and the delivery rates for the site within the housing trajectory represent a realistic yet conservative estimate for the site. Para 4.12 table “Number of allocated dwellings anticipated to be completed within the plan period – 5,182”. Whilst this figure is not disputed, it is not clear as stated in the Plan how the figure has been produced (i.e. which sites it includes and what proportion of housing the allocations are expected to deliver within the period).	Explanation of the 5,182 should be included to demonstrate anticipated build out rates from the various commitments in the plan.	The Housing Trajectory is based on discussions with developers/landowners assessing how many homes could be built per year relative to capacity, the local housing market and any site constraints.
1909	Paul Hill	RPS	St Modwen	DS1	Policy DS10 should be amended for an allowance for 2ha of employment land meeting the deficit of employment units (B1c, B2, B8) between 465sqm and 1,850sqm identified in the Employment Land Study (2015). Given these suggested changes, it is recommended that the table in paragraph 4.16 listing the supply and allocations should also include Lodge Farm (DS10).	The table in paragraph 4.16 should be amended to include Lodge Farm within the allocations to deliver 2ha of B1/B2/B8 uses.	Commuted noted. However, sufficient land has been proposed for allocation through the plan to meet the strategic employment growth to meet the needs as identified in the ELS and the Employment MoU... No change proposed.

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1910	Mrs Sophie Horsley	Strutt & Parker	John Tarrant	DS1	Positive approach to meeting housing and employment need including those derived from neighbouring districts. Over allocated within and beyond the plan period providing genuine flexibility, competition and choice in the delivery of housing in the District.		Support noted. All sites proposed are required to maintain a 5 year land supply throughout the plan period. The plan 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. The proposed main rural settlement allocations are considered to justify release of land in the Green Belt as suitable, available and achievable sites that can contribute to delivery of housing in the first five years of the plan as opposed to larger sites that will take longer to deliver.
1912	Chontell Buchanan	First City Limited	Archdiocese of Birmingham	DS1	Disagreement with the Local Plan and SHLAA in relation to not allocating land off Station Road, Clifton. The site is 2.5 miles from the town centre, has strong transport links and Clifton has a good range of services, thus is sustainable. Disagreement with the ecological, landscape and sustainability of the site conducted for the SHLAA. Concerns around coalescence could be overcome through creating a buffer. Therefore the Local Plan has failed to select the most suitable sites for development. There is an under-delivery of sites through the first phase of the plan by 1,039 dwellings, which should be made up for in the first 5 years of the second	Land off Station Road Clifton should be allocated within the Local Plan. Include details of meeting the shortfall within the Borough from under-delivery within the first phase of the Plan as well as meeting Coventry's need.	All sites proposed are required to maintain a 5 year land supply throughout the plan period. The plan 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. All sites submitted to the council through the SHLAA call for sites have been considered against the same SHLAA methodology to identify suitable, available and achievable options for allocation.

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					phase of the plan.		
1932	Nick Carr	Rosconn Group	Peter Frampton (Framptons)	DS1	DS1 states that: "Rugby Borough Council therefore aims to meet its housing requirement by providing for a minimum of 12,400 new homes between 2011 and 2031." DS1 should read "a minimum of 12,400 additional homes..."	DS1 should read: "A minimum of 12,400 additional homes..."	The housing target is not expressed as a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No further alteration is required.
1935	Sophie Horsley	Strutt and Parker	Will Main (Manor Oak Homes)	DS1	The overall approach is supported although the council is relying on a small number of very large sites with complications including infrastructure requirements, legal agreements and phased release to avoid 'flooding' the housing market. The response cites research by NLP: Start to finish How quickly to large-scale housing sites deliver? Over-allocation provides flexibility if sites aren't delivered. There are identifiable exceptional circumstances to justify releasing the green belt. Large villages between Coventry and Rugby are the most sustainable within the Borough; looking to create new settlements takes time therefore delivery through expanding existing rural settlements will help with early delivery. Main Rural Settlements provide vital services for nearby villages as such supporting their growth aids the sustainability of the Borough as a whole.		Support noted. All sites proposed are required to maintain a 5 year land supply throughout the plan period. The plan 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. The proposed main rural settlement allocations are considered to justify release of land in the Green Belt as suitable, available and achievable sites that can contribute to delivery of housing in the first five years of the plan as opposed to larger sites that will take longer to deliver.

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1936	Stephen Mair	Andrew Granger	The Shirley Family	DS1	Promotion of land to the South of Rugby Road, Brinklow. The site has good access to local services, no known constraints and could accommodate unto 100 dwellings. Clarify how housing trajectory has accounted for the 5 year land supply.	Policy should be amended to state a minimum of 12,400 homes to provide flexibility	All sites submitted to the council through the SHLAA call for sites have been considered against the same SHLAA methodology to identify suitable, available and achievable options for allocation. The housing target is not expressed as a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No further alteration is required.
1951	Alexander Linden	NA	NA	DS1	The continual building of houses on green land is totally irresponsible our CO2 levels are at an all-time high at 400 ppm. If we continue at this rate we will destroy everything we cherish, i.e. our beautiful and clean country side.	Reduce the number of planned housing to 20% of already agreed number; we need to be compliant with our agreed international CO2 numbers. By continuing with the plan we are only guaranteeing destruction of the planet.	All sites submitted to the council through the SHLAA call for sites have been considered against the same SHLAA methodology to identify suitable, available and achievable options for allocation. It is acknowledged there will be loss of countryside however this is the case as there is extremely limited brownfield capacity as demonstrated in the SHLAA. 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. It would be unsound to only plan for 20% of the local plan target as this would not meet objectively assessed housing needs.

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1965	Amy Green	NA	NA	DS1	<p>Policy DS1 states that a figure of 12,400 dwellings is needed by 2031. This has been decided on without adequate consideration of Government policy. The housing (and employment) need figures should be reviewed both in terms of the changed economic circumstances and in terms of the basic data relied upon. A truly independent approach, and partner, should be used this time.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no further amendments considered necessary.</p>

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1968	Anne Langley	NA	NA	DS1	DS1 (p. 17) The housing target is too high because it is based on dubious assumptions (of much higher growth than is likely or indeed feasible to meet) and includes figures to cope with Coventry overspill.	Reduce the housing target for Rugby by 10% to a more reasonable (and achievable) level, and remove the 2,800 provision for Coventry overspill. This leaves a total of 8,640 by my calculations.	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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. Therefore no further amendments considered necessary.

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1981	Martin Cull	NA	NA	DS1	<p>SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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1984	Mark Gray	NA	NA	DS1	<p>The SHMA is unsound. The consultant's impartiality is questioned as is the methodology used. The proposed number of dwellings proposed is based on unsound data and assumptions. The proposed infrastructure plan is poor-traffic pollution, air pollution and school provision isn't addressed.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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							has incorporated updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.

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1987	Mark Hudson	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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1989	Mary Kerridge	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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					<p>will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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1994	Martin White	NA	NA	DS1	<p>The Local Plan format is complex, long and difficult to understand. Concerns about the capacity of University Hospital Coventry and its ability to cope with additional patients. Clarity required as to why additional sites are allocated when the mast site will not be completed within the 15 year plan timeframe, which raises the issue of whether expenditure on a new railway station is justified. DS3 produced prior to EU Referendum, so hasn't considered its implications. Concern in relation to traffic flow- traffic modelling based on 2009 numbers, which needs updating.</p>		<p>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.</p> <p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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2009	Mary Davies	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at</p>

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							modification LP54.116-140. Therefore no further amendments considered necessary.
2012	Melvyn J McCartney	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have</p>

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							also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
2021	Terrence Shelton-Rayner	NA	NA	DS1	<p>I have witnessed how Rugby's expansion has impacted on my village, particularly in terms of traffic volume. How can our village's infrastructure cope with an increase in the surrounding population, especially of the magnitude that is being proposed</p> <p>Why is it that Rugby is being expected to accommodate a significant proportion of Coventry's projected housing needs?</p> <p>I also cannot believe that Rugby Borough Council is also considering inclusion of a significant logistics park 'Cawston Spiny' located adjacent to Thurlaston village. Dunchurch already suffers with extremely poor air quality due to the already over congested road</p> <p>Why rip up green fields and Rugby's heritage if there are other sites available.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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2025	Jennifer Carole Shelton - Rayner	NA	NA	DS1	<p>GL Hearn has proposed that the Rugby area will require an additional 12,400 new housing units as part of its new Local Plan, and that a significant proportion of these will be situated around the village of Dunchurch. Our infrastructure is already feeling the strain How can our village's infrastructure cope with an increase in the surrounding population, especially of the magnitude that is being proposed. Why is it that Rugby is being expected to accommodate a significant proportion of Coventry's projected housing needs? I also cannot believe that Rugby Borough Council is also considering inclusion of a significant logistics park 'Cawston Spiny' located adjacent to Thurlaston village. Dunchurch already suffers with extremely poor air quality due to the already over congested road network, where will the hundreds of road journeys per day that this proposal will cause pass through? Dunchurch Why rips up green fields?</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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>

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2109	Louise Steele	Framptons	db symmetry	DS1	<p>Substantial need for the local plan to respond to the spatial requirements of the logistics sector in the interests of both the local economy and the UK economy more generally. There is a need for larger footplate buildings with higher eaves heights and without the provision of new sites there will be a shortage of accommodation for strategic distribution needs. Generally supportive of the allocation of SW Rugby for employment development to help meet overall growth targets. Site is suitable location for employment floor space and will deliver substantial economic benefits to local, regional and national economy.</p>		<p>Comments noted. Policy is formulated in relation to the evidence base, including identified need for B8 employment land, and is considered to be sound.</p>

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2120	Michelle Simpson-Gallego	Pegasus Group	Peter Drakesford	DS1	<p>The overall OAN should be increased (on the basis of updated Subnational Housing Projections) and Coventry's neighbouring authorities should make up the shortfall. If not the OAN may not be delivered and the plan would not be positively prepared. Disappointed that RBC has not extended the Local Plan consultation period to match that of the former adopted Core Strategy. A number of sites could deliver beyond the plan period, so the plan should be rolled forward. Concern that Nuneaton and Bedworth has not signed unto the MoU, thus risking the HMA needs being unmet. Unmet need from the first phase of the Plan period is not met until 2031- whereas the Sedgefield approach requires unmet demand owing to a lack of 5 year land supply to be met within 5 years. A 20% buffer is suggested by the Local Plans Expert Group- but only 10% is provided. An additional buffer of circa 1,240 homes may help address unmet need.</p>		<p>All sites proposed are required to maintain a 5 year land supply throughout the plan period. The plan 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. Modification LP54.6 inserts new paragraph to explain how local plan has taken account of latest CWHMA housing evidence undertaken in August 2016. Whilst some figures for individual local authorities change slightly, it is clear, at the HMA level that the assessed level of need in the UAoHN (and linked to 2012-based data) remains sound. A MoU distributes the OAN across the HMA to ensure it is met within the HMA. Although NBBC are not signatories of the MoU, RBC is of the view, from limited inspection of NBBC evidence that NBBC can deliver their contribution of the OAN as identified within the MoU.</p>

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2144	Vaughan Bonsor	NA	NA	DS1	Concern in relation to impact of existing development to the North of Rugby on traffic congestion, which further development will exacerbate; road safety concerns in relation to turning right out of Churchover onto the A426; agricultural land should not be developed due to the need to feed a rising population;	Ensure that there will be no new development North of the M6	The STA June 2017 updated the September 2016 STA to include a specific Leicester Road (A426) model and has incorporated updated travel to work assumptions, junction counts and queue surveys, to identify the strategic transport infrastructure and relevant mitigation schemes to support the Local Plan growth proposed. It is acknowledged there will be loss of agricultural land however there is extremely limited brownfield capacity as demonstrated in the SHLAA.
2146	Rhodri Farthing	NA	NA	DS1	Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for

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							<p>planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>
2150	Michelle Simpson-Gallego	Pegasus Group	Lioncourt Homes	DS1	<p>The overall OAN should be increased (on the basis of updated Subnational Housing Projections) and Coventry's neighbouring authorities should make up the shortfall. If not the OAN may not be delivered and the plan would not be positively prepared. Dwelling provision may constrain economic growth as SHMA states labour force growth of 12%; Experian forecasts 14.3% across the HMA between 2011-2031. Unmet need has not been taken into account, which is contrary to PPG. Disappointing that RBC has not extended the consultation period beyond that of the former adopted core strategy. Allocated site have the potential to deliver beyond the plan period so the plan should</p>		<p>All sites proposed are required to maintain a 5 year land supply throughout the plan period. The plan 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. Modification LP54.6 inserts new paragraph to explain how local plan has taken account of latest CWHMA housing evidence undertaken in August 2016. Whilst some figures for individual local authorities change slightly, it is clear, at the HMA level that the assessed level of need in the UAoHN (and linked to 2012-based data) remains sound. A MoU distributes the OAN across the HMA to ensure it is met within the HMA.</p>

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					<p>consider longer term growth over 15-20 years. In relation to the duty to cooperate, there is concern that Nuneaton and Bedworth has not signed up to an allocation of Coventry's to the MOU and the needs within the HMA are unmet. Concern that Coventry's will struggle to meet its targets- which is of significance to Rugby given the significant relationship between the two. Unmet need is not addressed until 2031, which is contrary to national policy as the Sedgefield approach requires unmet need to be met within 5 years. Concern that the housing number buffer is only 10%, when the Local Plans expert group recommends a buffer of 20%. A buffer of circa 1,240 homes would also help to address unmet need.</p>		<p>Although NBBC are not signatories of the MoU, RBC is of the view, from limited inspection of NBBC evidence that NBBC can deliver their contribution of the OAN as identified within the MoU.</p>
2154	Robert Green	NA	NA	DS1	<p>Strategic Housing market assessment were produced by consultants, GL Hearn. Within their report, population projections have been treated as forecasts within the SHMA. This is contrary to government policy. G L Hearn act on behalf of property developers (including SW Rugby) cannot be considered impartial or independent.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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. Therefore no amendments considered necessary.</p>
2154	Robert Green	NA	NA	DS1	<p>Decided on without adequate consideration of Government policy. The housing (and employment) need figures should be reviewed both in</p>		<p>Proposed alteration LP-54.6 insert new para. After 4.7. Whilst some figures for individual local authorities change slightly, it is clear, at the HMA level that</p>

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					<p>terms of the changed economic circumstances and in terms of the basic data relied upon. Should not have taken unmet need from CCC no clear explanation in MoU. Local Plan is unsound in its assumptions on housing need adequate consideration of Government policy, Also not deliverable based on past delivery rates and increase of 55%.</p>		<p>the assessed level of need in the UAoHN (and linked to 2012-based data) remains sound. Consequences of Brexit on household projections not yet clear. Government maintains local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are starting point for arriving at housing need. Justification of CCC unmet housing need borne out of work undertaken at HMA level by HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined level of unmet need from CCC and how distributed to shire authorities. Further reinforced by the CCC Local Plan Inspector accepting evidence demonstrating capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. Past delivery based Rugby town urban growth only. Publication LP looks to vary size and location of sites to boost the supply of housing and ensure annual target met year on year.</p>

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2157	Robert Mitchell King	NA	NA	DS1	<p>Housing requirements are over-estimated, not justified and unrealistic. Plan provides little justification and basis for Projected number of houses required Brexit situation we are now in has drastically changed any assumptions which have been used.</p> <p>Commissioned by local authorities with a vested interest in growth it is hardly independent.</p> <p>Failings: wrongly taking Government projections as definite forecasts; dubious assumptions regarding future average household sizes; no proper assessment of economic issues, migration, student needs and affordable housing requirements; no explanation of why Coventry cannot meet its own needs.</p>	<p>Properly independent justified assessment, visible to and questioned by all interested parties needs to be performed prior to any plan being approved.</p> <p>The complete basis of the number of houses required needs to be properly & independently re-visited.</p>	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at</p>

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2164	Richard Page	NA	NA	DS1	12000+ houses, which is going to live and afford them? (Low wages 0 contract warehouse workers!!) No green space, villages merge together. infrastructure, traffic, habitat etc.	no more houses, Rugby has its quota	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 housing target of 12,400 are to meet the need evidenced in the SHMA. The allocations will be supported by open space as stipulated in the associated allocation policies and also informed by HS4. Infrastructure as agreed by providers is contained within relevant policies and the IDP.
2166	Dr Richard Stephens	NA	NA	DS1	Policy DS1, page 17, based on an out of date review of needs. Updated Assessment of Housing Need: Coventry & Warwickshire HMA (2015). Drawn up using economic and demographic projections which now out of date (post-Brexit).	Re-evaluate projections for housing. Independently review Updated Assessment of Housing Need: Coventry & Warwickshire HMA (2015) Delete Policy DS8 South West Rugby to bring it in line with required housing projections.	Proposed alteration to local plan to acknowledge most recent SNPP as indicated by modification LP54.6. Whilst some figures for individual local authorities change slightly, it is clear, at the HMA level that the assessed level of need in the UAoHN (and linked to 2012-based data) remains sound. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.

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2167	Robert Thompson	NA	NA	DS1	The amount proposed is too large, being built on green belt and will grossly impact on traffic congestion. Plan is influenced by large subsidy's that the council receives from the government.		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. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
2178	Stuart Boulton	NA	NA	DS1	Questions if better sites could have been selected if developers were involved at outset. Only justified because reacting to national. Not an accessible document. Rather than clogging the already busy road networks build houses closer to (or in) Coventry, utilize junction 2 on the M6 as the car commuter route. Local jobs, in the North East of the Town, close to the N/S and E/W motorway network, concentrate housing development where the jobs are - more sustainable. More traffic and air pollution from warehousing. Public transport needs to go where people want to go. . Cycle routes need physically separating from cars. 5000 homes at Dunchurch cannot be		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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.

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					seen as conserving and enhancing natural environment will only add further pollution. Any development need infrastructure in place before housing.		
2184	Stewart Gedrim	NA	NA	DS1	52% of the planned housing on 1% of the borough councils land is to be completely unsound. Surrounding roads will not cope with increased traffic, in particular town centre. Contrary to NPPF para 30. There will be a significant increase in pollution contrary to NPPF paragraph's 120 and 124. Loss of agricultural land NPPF para 112, noise pollution contrary to NPPF para 123. Needs to be significantly less housing numbers. These were considered pre Brexit. Given reduction in migration numbers should go down.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.

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2198	Mrs Valerie Chapman	NA	NA	DS1	<p>SHMA produced by G L Hearn - is neither impartial nor objective as G L Hearn acted on behalf of a developer whilst working on the SHMA. Population projections are just forecasts; do not take into account current Government policy to reduce migration or any impact leaving the E U may have on future housing needs. Do not understand why Rugby has to take growth from Coventry. Plan does not give sufficient detail as to the requirements in terms of roads, schools, doctors and hospitals etc. unsound does not take into account government policy.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at</p>

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2229	Barry Sanders	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p>	Delete Policy DS8	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have</p>

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2230	Brian Smith	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the</p>

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							evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.
2246	Cyril Holcroft	NA	NA	DS1	<p>This development plan is based on an additional 12400 houses being required in Rugby. This would imply an increase in population by 2031 of say 30000-40000. Given that the population of Rugby was 70000 in 2013 it clearly is not going to increase to 100000 plus by 2031 unless there are other factors involved. I understand that Rugby is being asked to meet some of the Coventry requirement that the City is unable to meet. This is unacceptable, we must not despoil Rugby and it's surrounds to satisfy another Authority's needs.</p> <p>Overall I feel that if we take out the Coventry component and use a more realistic figure for Rugby's requirement there is probably no case for the SW development at all or if there is it would be considerably more modest in scale than the current plan.</p>		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. 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.

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2249	Colin Reeves	NA	NA	DS1	<p>GL Hearn's SHMA and Employment land studies are not based on the most up to date information. SNPP has gone down and employment forecasts have halved. GL Hearn has ignored these factors. GL Hearn's affordability analysis is undermined by their failure to recognize the effect of the FCA's new mortgage regulations. Much of growth of in the HMA is from international migration with Brexit this could lead to a significant deduction. In relation to employment land forecasted growth in B8 is 95% this is high and not based on trends. Much of the growth was forecasted 2011-2016 unclear how much the Plan is allocating for the growth. In relation to the transport model it is out-of-date, probably not very thoroughly validated; it excludes some important junctions, and has made no use of local knowledge. And it predicts only minor and localized improvements, otherwise, net worsening. Rugby's road network is not adequate for the job it's being asked to do.</p>		<p>Proposed alteration to local plan to acknowledge most recent SNPP as indicated by modification LP54.6. Whilst some figures for individual local authorities change slightly, it is clear, at the HMA level that the assessed level of need in the UAoHN (and linked to 2012-based data) remains sound. Economic forecasts used in Employment Land Study (CE, 2014) considered to align with timeframe of demographic data used in most recent SHMA. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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.</p>

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2263	Ann-Marie & Simon Benton	NA	NA	DS1	SHMA is unsound. G.L. Hearn was not independent and has been used by developers for their own gains. The housing need level is excessively high and based on poor population projection methodology. The number of dwellings proposed is based on unsound data and assumptions. The infrastructure plan put forward to support these developments is poor and ill thought out. There has been a lack of consultation with existing service providers and the lives of existing residents will be affected in an adverse way. Traffic congestion, air pollution, increased pressure of school places and GP services are but a few of the problems this plan fails to address.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.
2264	Charlotte Courtenay	NA	NA	DS1	Housing needs contained within this assessment were produced by consultants G. L. Hearn who cannot be considered as impartial or objective so therefore this assessment is fundamentally unsound. Government guidance indicates that consultants should be independent; G. L. Hearn acted on behalf of a developer within the South West Broad Location for a development of 600 properties whilst working on the SHMA. Population projections been treated as forecasts in SHMA, contrary to government policy, no attention has		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry,

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					<p>been given to future economic conditions including any impact from Brexit on future housing needs. SHMA aiming for high level of housing despite uncertainty about future and naïve to links between people and jobs resulting in poor judgements with regard to commuting. Should not have taken unmet need from CCC no clear explanation in MoU IDP vague in respect of infrastructure, no costs, whilst assuming developers will pay.</p>		<p>Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>
2265	David Haley	NA	NA	DS1	<p>Re: SHMA - concerns over impartiality of consultants and those projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The justification of Coventry City's unmet</p>

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					<p>justification in MOU why Coventry cannot meets its own need. Infrastructure plan is vague with number of uncosted proposals.</p>		<p>housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated at modification LP54.116-140. Therefore no further amendments considered necessary.</p>

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2273	D Creery	NA	NA	DS1	<p>Local Plan covers the period 2011-2031 but the models used do not appear to have been updated with the actual information gathered in the first 6 years of the 20. In this period the actual new building rate has been significantly lower than the overall rate required catching up and achieving the numbers anticipated. Number precede the Brexit decision which will likely significantly reduce the net immigration figures which are used as a large factor in determining local population increase in justifying the number of new houses and the need for the extent of additional warehousing. Much of the information given appears to derive from organisations with a vested interest in providing the precise facilities that they advise on and in locations to be cherry-picked and built on first until the inevitable reduced numbers have been achieved. How would housing in SW affect the already low take-up at the mast site? What is the justification for not first completing housing on a brown site before invading Grade 2 agricultural land? Until the tipping point of school children numbers is achieved to initiate the building of a new school or schools, where will the initial influx of pupils be catered for in the already full schools and how will</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. 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</p>

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					<p>they travel through the initial Roadless areas? How is the Local Traffic Plan linked to the overall Warwickshire Highway Report? This is now admitted by the Warwickshire County Council to be inadequate. Clearly the Local Plan needlessly goes beyond the Objectively Assessed Needs derived from the National Planning Policy Framework document. Consequently when the inflated housing needs and the additional unnecessary warehousing are realised especially when the net immigration falls, there is seen to be no Back-up Plan.</p>		<p>counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the amended IDP as shown by modification LP54.116-140.</p>
1083 or 1512	Dr J Stocker	NA	NA	DS1	<p>Plan identifies requirement for 12,400 homes by 2031. However plan proposes 13,664 (10%) more than stated requirement. This is almost as many proposed for Lodge Farm.</p>		<p>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</p>
1083 or 1512	Dr J Stocker	NA	NA	DS1	<p>It is clear, therefore, that the Council is planning for a gross over-supply of housing sites. Though it is prudent to plan on some sites not being fully developed, it is also true that actual demand (as opposed to forecast demand) will dictate the rate of completions where planning consent already exists. The Lodge Farm site is simply not required.</p>		<p>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</p>

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1979	Charles Johnson	NA	NA	DS1	<p>Existing transport infrastructure is inadequate such as the gyratory, western relief road leading onto a country lane, historic railway tunnels at Mill Road, Newbold Road and Hillmorton are not adequate for modern day traffic; A relief road from Hillmorton to the Avon mill area is planned but it bypasses the town centre and runs outside the railway embankment this does not provide a sensible route for travelling to schools, Elliot's Field is full after 9am, difficult to attract people to the town centre due to queues of traffic trying to get through the outdated railway tunnels; Concerns raised about flooding with the land north of the water tower acts as a sponge for rainwater development of the land will result in flooding on the A426 and A4071. Infrastructure is needed to be improved to support growth proposed in the plan. Funding applications should be sought prior to any development due to the circumstances of the railways tunnels and the motorway.</p>		<p>The gyratory system and wider road network was assessed as part of the STA; Warwickshire County Council have not identified the gyratory as a constraint on development. 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. 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). DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. WCC Education and Highways, UHCW and CCG, and Highways England have all been fully engaged in development of the Local Plan</p>

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							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.
2166	Richard Stephens	NA	NA	DS1	Based on an out of date review of needs, the Updated Assessment of Housing Need using economic and demographic projections which are now out of date (post-Brexit).	Re-evaluate projections for housing. Independently review the SHMA (2015) •. Delete Policy DS8 South West Rugby to bring it in line with the required housing projections.	Proposed alteration LP-54.6 insert new para. After 4.7. Whilst some figures for individual local authorities change slightly, it is clear, at the HMA level that the assessed level of need in the UAoHN (and linked to 2012-based data) remains sound. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.
2166	Richard Stephens	NA	NA	DS1	Para 4.12, page 18 increases this to 13,664, (over-allocation of 40%); DS3, 22 total number of plots of 15,427, a total over-allocation of 60% and totally unjustified. This contravenes the NPPF principle of sustainable development and NPPF paragraphs 14 & 17.	Re-evaluate projections for housing. Independently review the SHMA (2015) •. Delete Policy DS8 South West Rugby to bring it in line with the required housing projections.	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. Considered consistent with the NPPF. No amendment recommended.

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2166	Richard Stephens	NA	NA	DS1	<p>State to provide for 2,800 dwellings over the plan period towards Coventry's housing needs. The provision of this housing in South West Rugby (Policy DS8) contravenes NPPF paragraphs 30, 34, 37 and 95 by failing to avoid excessive car journeys to/from Coventry. Vastly over allocates for housing compared to the identified needs - DS1 proposes 12,400 new homes over the period which is an over allocation of 30% (480 OAN).</p>	Delete Policy DS8 There is already enough allocation within Rugby boundaries.	5000 dwellings is entirely appropriate to allocate on the site and for the site's contribution to the housing target overall. This figure has informed the various evidence documents which identify the level of infrastructure required to support the local plan growth. Proposed Appendix 3 Infrastructure Delivery Plan and DS8 have been amended following consideration of this consultation response and the updated Strategic Transport Assessment (LP54.46 - 54.58 and LP54.120- 124).
334, 1503, 1778	D Watson	NA	NA	DS1	<p>Object to inclusion of additional 100 houses at Coton House under DS1. Existing development took place to ensure the future of the main house and other important buildings on the site. It was accepted that there are no local facilities in the site, no public transport, no access to footpath or cycle networks.</p>		All sites submitted to the council through the SHLAA call for sites have been considered against the same SHLAA methodology to identify suitable, available and achievable options for allocation. All sites proposed are required to maintain a 5 year land supply throughout the plan period.
786	F Stevenson	NA	NA	DS1	<p>DS1 - Questions the SHMA and impartiality of GL Hearn. Projections treated as forecasts. Does not take account of Brexit and meeting unmet need should only be considered when it is reasonable and sustainable to do so? Policy DS1 states that a figure of 12,400 dwellings is needed by 2031 and has been decided on without adequate consideration of Government policy. Delivery will need to increase by 55% into meet the target which will be impossible to achieves.</p>		Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which

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					<p>Infrastructure provision is vague not set out and not set out for education and health.</p>		<p>accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the</p>

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							<p>housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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1315	A.R. Yarwood	Derbyshire Gypsy Liaison Group	NA	DS2	<p>The word "good" in the second criterion should be replaced with "reasonable". The fourth criterion duplicates the first and is thus unnecessary. The seventh criterion is inappropriate; Traveller sites cannot reasonably be expected to create a "high quality frontage onto the street." The final criterion should be deleted; it is unnecessary as it is self-evident that all relevant Local Plan policies apply in the determination of applications. We therefore say that the plan is not sound in that it will not be effective in delivering sites for Travellers.</p>	<p>The word "good" in the second criterion should be replaced with "reasonable". The fourth criterion duplicates the first and is thus unnecessary. The seventh criterion is inappropriate; Traveller sites cannot reasonably be expected to create a "high quality frontage onto the street." The final criterion should be deleted; it is unnecessary as it is self-evident that all relevant Local Plan policies apply in the determination of applications. We therefore say that the plan is not sound in that it will not be effective in delivering sites for Travellers.</p>	<p>Comment noted. However, policy as worded considered compliant with NPPF and PPTS. No change.</p>

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1398	Ian Bentlett	Harborough Magna Parish Council and Hill Street Youth and community center	Na	DS2	Unsure if section on Gypsies and Travellers (policy statement DS2) is taking account of the new requirements or not (2014 regulations which I understand have been or are soon to be adjusted.		Policy DS2 will allocate land to accommodate requirements as identified by the Gypsy and Traveller Accommodation Assessment (GTAA) 2014. At the time of writing the GTAA predates the recent changes to the Planning Policy for Traveller Sites (PPTS).
1437	Mark Andrews	Coventry City Council	NA	DS2	Coventry urban fringe is not referenced as a sustainable option within the settlement hierarchy policy. Refs the PO response which recommended this is included in the LP to support the Walsgrave allocation. CCC recognise the specific reference at Para 4.22 to exploring opportunities for providing Gypsy and Traveller sites adjacent to the city's western boundary. Concerns that such proposals would appear to be in conflict with RBC's settlement hierarchy policy.		Unlike residential and employment sites, Para 4.22 is specifically mentioned in regard of Gypsy and Traveller sites due to the difficulty of locating Gypsy and Traveller sites outside of the GB. The SHLAA which informs the Publication Local Plan and Housing Background paper are clear why edge of Coventry is not considered to be a sustainable location and consequently not contained within the settlement hierarchy as such. Comments noted however no further action considered necessary.

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1565	G W Baines	NA	NA	DS2	<p>Site does not include Secondary School in the North; Lack of Secondary schools will impact traffic causing congestion and pollution having to travel to schools further South. Policy DS2 is unsound as it is inconsistent with national planning policy. In particular it fails to meet the standard of National Planning Policy Framework paragraph 30 on reducing traffic congestion, paragraph 37 on minimizing journey lengths for travel to school, paragraph 124 on air quality and paragraph 72 which requires Rugby Borough Council to take a pro-active approach to ensuring that there is sufficient space for new schools; therefore DS2 should be improved by allocating space for a secondary school,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. 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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45	Roger Prescott	NA	NA	DS3	<p>A codicil was placed on sale of property preventing building development for 30 yr period. Demolishing renovated bungalow to produce road access counterproductive to national guidance other Wolston sites were not fully explored which have better access, provide greater number of homes. This site would result in removal of natural habitat eg bats. Current conflict of interest caused by employee of RBC planning department. No substantive transport report produced. Notes SHLAA site 16/108 other side of Wolston better option in terms of highways and visibility access.</p>	DS3.12 not best site.	<p>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. This is further supported by the LP 49 Wolston Site Allocations Development Pack. The STA takes account of the allocation of 100 dwellings within each of the 7 main rural settlements and WCC Highways have provided advice on site access as part of LP49 document. Demolition of single dwelling to enable 15 is not contrary to national guidance. Onsite constraints such as bat habitats are consideration for the planning application stage, not through the local plan. The Local Plan is produced by the Development Strategy Team and has been based on full and proper planning assessment. There is nothing before the council to demonstrate that the site will not come forward.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
45	Roger Prescott	NA	NA	DS3	<p>A codicil was placed on sale of property preventing building development for 30 yr period. Demolishing renovated bungalow to produce road access counterproductive to national guidance other Wolston sites were not fully explored which have better access, provide greater number of homes. This site would result in removal of natural habitat eg bats. Current conflict of interest caused by employee of RBC planning department.</p> <p>No substantive transport report produced. Notes SHLAA site 16/108 other side of Wolston better option in terms of highways and visibility access.</p>	DS3.12 not best site.	<p>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. This is further supported by the LP 49 Wolston Site Allocations Development Pack. The STA takes account of the allocation of 100 dwellings within each of the 7 main rural settlements and WCC Highways have provided advice on site access as part of LP49 document. Demolition of single dwelling to enable 15 is not contrary to national guidance. Onsite constraints such as bat habitats are consideration for the planning application stage, not through the local plan. The Local Plan is produced by the Development Strategy Team and has been based on full and proper planning assessment. There is nothing before the council to demonstrate that the site will not come forward.</p>

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52	D Clark	NA	NA	DS3	DS3.6-14: However numbers being allotted to housing increases 530 more to be built. There should be no construction of accommodation on green belt land.		The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Release of Green Belt considered justified in the proposed locations. The assessment of sites within Stretton on Dunsmore is set out within the Stretton in Dunsmore site allocations pack. The promoted site is not considered suitable for allocation therefore no change required.
52	D Clark	NA	NA	DS3	Note that there will be 12,400 houses to build over 20 years. Already 5 years have passed how many have actually been completed. What will be the mix of housing?		2,577 completions within the 5 years. Policy H1 informs housing mix.
52	D Clark	NA	NA	DS3	Looking at the number of houses under construction and to be built there is a discrepancy (see rep for details).		Mods table reference LP54.114 - LP54.115 shows updated Appendix 2 Housing trajectory.

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70	John Lemmonds	NA	NA	DS3	Object to Stretton on Dunsmore being a main settlement in rural area. Any new development will mean more surface water into the village brook which floods various houses in the centre of the village and downstream at Princethorpe. The village school is oversubscribed and traffic congestion on Brookside by the Surgery is severe.		Stretton-on-Dunsmore is already allocated as a Main Rural Settlement. Flood risk would be assessed- with any necessary mitigation measures identified- during the Planning Application stage. 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.
107	D Ridgers	NA	NA	DS3	Quote NPPF para 79, 80, 81, 83, 87, 89,		Walsgrave Hill Farm site has been removed as a site outside of the green belt (Lodge Farm) has come forward.
107	D Ridgers	NA	NA	DS3	Chapter 4 also refers to altering settlement boundaries to provide growth. Despite platitudes on how important Green Belt is contradiction that 7 of the 9 village boundaries are being changed.		A variety of sites are being proposed both in terms of size and location in order to provide a 5 year land supply.
107	D Ridgers	NA	NA	DS3	Precedent and further incursions into the Green Belt will occur, gradually eroding it away. There will not be enough green space left for carbon capture, water absorption and wildlife habitats/corridors. Unique villages will become ever closer to other nearby villages,		Green Belt has been subject to a greenbelt review. Building Regulations include matters of building efficiency.

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					totally destroying the idea of village life altogether.		
107	D Ridgers	NA	NA	DS3	One of objectives is to enable appropriate amounts of development in Main Rural Settlements to bolster their role as local service centres... In North Warwickshire Local Plan 2006 Appendix S1 A minimum population of 2000 people is regarded is regarded as minimum necessary to support the range of facilities necessary to enable a Local Service Centre to function as such. Stretton on Dunmore's current population is around 1200 so even this proposed development would not increase the population to the minimum requirement level.		Main Rural Settlements have been assessed as part of the Rural Sustainability Study.
107	D Ridgers	NA	NA	DS3	75 more dwellings would increase village size by almost a fifth. 180 more people, despite fact that there is no need for open market housing according to our parish plan. This would adversely affect the close knit feel of the community, ability of infrastructure to cope and the heritage of the village.		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 Local Plans Development Strategy is based on providing a broad range of sites in terms of size and location.
107	D Ridgers	NA	NA	DS3	Add to this the fact that most families have 2 vehicles, there could be up to 150 vehicles travelling through the village. There are only 2 main routes into and out of the village. School Lane only of use to those wishing to travel westbound on the A45, for those travelling		Highways impacts to be assessed as part of any future Planning Application with any appropriate mitigation measures identified.

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					eastbound it would be necessary to drive through centre of the village.		
107	D Ridgers	NA	NA	DS3	Plot Lane and Freeboard Lane were suggested as entrance and exit routes to the village in previous application, but these are single track roads, frequented by walkers, dog-walkers, joggers and horse riders. Access to DS3.10 would also be via Plot Land and Orchard Way (a cul-de-sac at the moment)		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.
107	D Ridgers	NA	NA	DS3	No mention of road improvements for Stretton on Dunsmore in the RBC infrastructure.		Assessments for smaller allocations will come forward as part of the Planning Application process.
107	D Ridgers	NA	NA	DS3	In RBC infrastructure Delivery Plan, state that for MRS there will be need for additional education provision. Short term/immediate impact on primary provision are to transport pupils to the next nearest school with places in the required year group. And in the longer term there may need to be some changes in transport arrangements/routes for those on the periphery of priority areas.		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.

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107	D Ridgers	NA	NA	DS3	<p>Not in favour of daily transporting of primary aged children, but due to closure of many village schools realise the necessity of this... Local Primary school (Knightlow) is fully subscribed and already has pupils brought in daily by coach from outlying villages. Parents also drive children to local school from villages not served by transport for education. Now that parents can exercise a choice of where children are educated they may decide not to send their children to the next nearest school. With new dwellings planned very much doubt whether enough places could be found for up to 30 primary age children.</p>		<p>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>
107	D Ridgers	NA	NA	DS3	<p>On education issues alone, proposed developments are unsustainable.</p>		<p>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>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
107	D Ridgers	NA	NA	DS3	Sensible to leave these sites in abeyance and exclude from plan? Wold only is a loss of 3.5% and Stretton on Dunsmore houses only account for 0.5% of total. After all, Rugby Town is the most sustainable location with best access to a range of services and facilities.		The Development Strategy seeks to provide a range of sites in terms of size and location to provide a 5 year housing land supply. Focusing growth on Rugby Town did not achieve the levels of delivery hoped for in the previous Plan period.
107	D Ridgers	NA	NA	DS3	Question soundness of Plan with regard to: Number of planned dwellings MRS sites and Stretton on Dunsmore, in particular on the grounds of: Infrastructure and sustainability, especially transport, education and surface water drainage.		The Development Strategy seeks to provide a range of sites in terms of size and location to provide a 5 year housing land supply. Focusing growth on Rugby Town did not achieve the levels of delivery hoped for in the previous Plan period. Infrastructure to be finalised during Planning Application phase.
107	D Ridgers	NA	NA	DS3	Also concerned that planning authorities can manipulate village boundaries so as to include current Green Belt land for the purpose of development.		Green Belt can only be removed through the Local Plan process, which is subject to independent examination by the Planning Inspectorate. Green Belt was subject to greenbelt review.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
107	D Ridgers	NA	NA	DS3	Then in Chapter 3 General Principles regarding Green Belt restrictions and many reference in NPPF to new buildings being inappropriate in green belt. Do not consider proposed 75 dwellings as being needed for 'exceptional circumstances', but they are inappropriate. Brownfield site that could be developed on A45 but there is no mention of that in the local plan. DS3.11 is agricultural land currently under arable cultivation and has been for many years.		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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
107	D Ridgers	NA	NA	DS3	DS3 - total identified dwellings is 14,900, a whopping 2500 above initial requirement of 12, 400 and 1236 above safeguarded total of 13,664. MRS sites are supposed to deliver up to 527 dwellings. Already in surplus by at least 1235, are ANY MRS sites necessary?		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
107	D Ridgers	NA	NA	DS3	Both these sites have previously had applications rejected. Infrastructure and limitations remain the same, but suddenly conveniently have had Green Belt removed.GP2 states settlement hierarchy, both Stretton on Dunsmore sites lie outside existing village boundary.		Each Planning Application is considered on its own merits. Justification for green belt release is to provide a variety of sites both in terms of size and location to meet 5 year land supply requirements.

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119	John Robards	NA	NA	DS3	<p>This policy allocates more of our countryside for housing than is needed to meet Rugby's needs. Based on forecast methodology and statistics that is commercially confidential and therefore can't be tested. Huge uncertainty over level of housing need following EU referendum. The policy also over provides for housing containing in effect some 20,000 houses as opposed to the suspect need for 9,600 dwellings.</p>	<p>Policy DS3 is unsound and unjustified and should be reviewed and amended accordingly.</p>	<p>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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
120	Roger W Jackson	NA	NA	DS3	<p>Confusing manner in how housing target has been arrived. Would appear proposals for huge increase in house building on Rugby Urban Edge, notably SW Rugby, have been put forward to compensate for lack of progress in building 6200 Rugby Radio Station houses by 2031 - unacceptable & unsound. 56.7% increase in the population of urban Rugby by 2031 is totally unrealistic and therefore manifestly unsound.</p>	<p>Recommended that RBC produces a plan which ensures the developments for which planning permission has already been granted are actually built by 2031, together with the necessary infrastructure construction such as the rail station to be built for the Rugby Radio Station housing development (not mentioned in the Draft Plan) and vital roads. Plan should not include houses to be built in the Borough to provide an overspill for Coventry. No justification for this is incorporated in the Draft, and such building is contrary to planning principles stated by RBC.</p>	<p>Proposed Appendix 3 Infrastructure Delivery Plan and DS8 have been amended following consideration of this consultation response and the updated Strategic Transport Assessment (LP54.46 - 54.58 and LP54.120- 124).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
120	Roger W Jackson	NA	NA	DS3	<p>Confusing manner in how housing target has been arrived. Would appear proposals for huge increase in house building on Rugby Urban Edge, notably SW Rugby, have been put forward to compensate for lack of progress in building 6200 Rugby Radio Station houses by 2031 - unacceptable & unsound. 56.7% increase in the population of urban Rugby by 2031 is totally unrealistic and therefore manifestly unsound.</p>	<p>Recommended that RBC produces a plan which ensures the developments for which planning permission has already been granted are actually built by 2031, together with the necessary infrastructure construction such as the rail station to be built for the Rugby Radio Station housing development (not mentioned in the Draft Plan) and vital roads. Plan should not include houses to be built in the Borough to provide an overspill for Coventry. No justification for this is incorporated in the Draft, and such building is contrary to planning principles stated by RBC.</p>	<p>Proposed Appendix 3 Infrastructure Delivery Plan and DS8 have been amended following consideration of this consultation response and the updated Strategic Transport Assessment (LP54.46 - 54.58 and LP54.120- 124).</p>

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1309	Lesley Davis	NA	NA	DS3	<p>The proposed development would affect the dynamics of the village as the site is detached from the main village development pattern, risk of coalescence with neighbouring village, the visual impact of the development would be severe with views from considerable distances, the development would affect any future expansion of the existing cemetery, environmental damage from removal of hedgerows which provide wildlife corridors for declining wildlife and the site has flood risk constraints</p>	<p>Building to the South of the village and possibly splitting the development over 2 sites would be preferable</p>	<p>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 options for allocation. The Brinklow Site Allocations Development Pack (June 2016) considered a range of evidence such as landscape sensitivity, heritage impacts and highways advice in proposing site DS3.7 for allocation over other sites considered around the village of Brinklow. More detailed assessment of development impacts would be required as part of planning application(s). Acknowledged that northern section of the site is within flood zone however indicative layout of development proposes no buildings within this area; more detailed information regarding drainage and avoiding increase to flood risk off site will also be a requirement of planning application supporting information.</p>

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221	Kate Robards	NA	NA	DS3	Policy is unsound as allocates more countryside for housing than is needed to meet Rugby's needs. Alternative option of a faster build of approved and planned housing has not been tested so the policy is not justified.	Review local plan with sound tested statistics that are up to date	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. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.
256	Lesley McGaw	NA	NA	DS3	Proposed development site is greenbelt land, contrary to Policy CP1. Proposed development would swamp Ansty, major development of local amenities is required, already problems with congestion, reduction in buffer between Coventry and Ansty and potential to set precedent and there are more suitable sites elsewhere in Rugby. Ansty should not be engulfed by stealth by Coventry like how Walsgrave-on-Stowe has been.		Comment noted. The draft Local Plan does not propose allocation of SHLAA sites S10645. No change recommended.
291	Russell Vessey	NA	NA	DS3	Homes to meet Coventry needs should be accessible to Coventry to allow sustainable travel for		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the

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					<p>employment. Reasonable to assume housing will go on MRS and Rugby as these are accessible to Coventry. Lodge Farm is not. It will not be sustainable and residents will need to travel for most services requiring significant travel by car. Start date of Lodge Farm unrealistic due to large sites being complex to get going. Contrary to Nathaniel Lichfield & Partners in November 2016 assumptions for sites of between 1,000 and 1,500. Based on this LF unlikely to start until 2022. Delivery will also be affected by SW Rugby proximity. Walsgrave is much better related to Coventry with better access to facilities and employment.</p> <p>- Sig overspill from Cove and lack of alternatives considered sufficient justification for GB release. Ref JGBR that parcel plays sig role in preventing coalescence but will 9.5km will remain if built out. Also refs RBC Preferred Options which states sites is mostly contained. Believes emerging CIL could provide funds to assist in early infrastructure delivery to bring Walsgrave forward sooner. Evidence shows LF and Walsgrave could come forward at same time. Heritage and ecological issues at Walsgrave could be overcome. Only advantage LF has is that it is not in GB.</p>		<p>development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory (modification LP54.114-115). There remain heritage and access concerns for the Walsgrave site.</p>

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307	A Heal	NA	NA	DS3	Objects to S16045 on basis that the land protects Coventry and Rugby, will lead to traffic flows in the area and impact on the local wildlife sites. The site is also within the Green belt.		Comments noted, however site S16/045 not proposed for allocation. No further action required.
337	Catherine Camp	NA	NA	DS3	Barby and Onley Parish Council Object to DS10; RBC did not consult Onley and Barby Parish Council so has failed in duty to cooperate despite Onley being the closest residential development to the site; additional housing at Lodge Farm not justified; Lodge Farm is isolated from Coventry and Rugby and will not meet all aspects of sustainability; Site too far away from Coventry to take it need; air quality at Dunchurch crossroads exceeds annual mean nitrogen dioxide levels; no employment; DS10 contrary to GP2 and GP4; Lodge Farm unnecessary as over allocating; Stagecoach No 12 bus is no longer operational;		Consultation carried out in line with the 2012 Town and Country Planning Act; The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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

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							<p>infrastructure investment and part of large urban extension sites which will remain developable beyond the Plan period. 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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>
337	Catherine Camp	NA	NA	DS3	<p>Local Plan flawed as housing numbers excessive, detrimental to infrastructure and open countryside; removal of Walsgrave would have met Coventry's need on site which isn't greenbelt in reality given nearby Rolls Royce and Ansty Park; DS10 isolated; Is housing required as target could be achieved without Lodge Farm? Justifiable to build in open countryside when Walsgrave site is already compromised by development? How will educational provision be met with no secondary</p>		<p>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. 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</p>

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					<p>education provision? STA states Lodge Farm requires South West Link Road prior to development but uncertainty about developer contributions? STA flawed as stops at Warwickshire County boundary and does not consider traffic flows into Northamptonshire which are already under pressure from DIRFT; air quality issues would be exacerbated; Leam Valley a flood plain which DS10 would exacerbate; SA flawed as DS10 separate from urban area with subsequent car dependence</p>		<p>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. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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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346	Keith Rogers	NA	NA	DS3	<p>SHLAA process not consistent, transparent or robust. Criteria are not weighted and do not state what the 'pass mark' is for sites which means it is not transparent. Discrepancies in site assessments identified. No explanation how sites that passed SHLAA were selected for allocation therefore regardless of whether proposed sites are allocated rightfully so, uncertainty casts doubt on process.</p>	<p>Future housing need for Rugby has been overstated by 2,000 dwellings and should be revised downwards. Remove the Main Rural Settlement sites from allocation.</p>	<p>The SHMA, which includes overall housing need, 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 selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. SHLAA has been conducted in accordance with an agreed methodology and is considered sound. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.</p>

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346	Keith Rogers	NA	NA	DS3	<p>Amongst plan allocations, RBC proposes to account for Coventry's unmet needs on larger sites at SW Rugby, Lodge Farm and Radio Station. These people will be forced to travel additional mileage from the new developments to Coventry. Alternative approach would be to locate these sites nearer to Coventry. Concern that delivery strategy will dramatically change the village character of main rural settlements, in particular Stretton on Dunsmore. RBC stance is that main rural settlement sites are needed to deliver dwellings in first five years of the trajectory, however this is a fallacy as the MRS will only contribute 10% to the first five years of housing needed. Do not agree that additional housing will offer sustainability for the local services in the village.</p>	<p>Future housing need for Rugby has been overstated by 2,000 dwellings and should be revised downwards. Remove the Main Rural Settlement sites from allocation.</p>	<p>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. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.</p>

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354	John Hammon and Mr & Mrs Payne	NA	NA	DS3	<p>Policy DS3 is not the most appropriate strategy when considered against reasonable alternatives. DS3 should allocate land on the edge of Coventry (SHLAA ref S16045). Having regard to extent of unmet need from Coventry, land should be allocated in suitable and sustainable locations adjacent to Coventry. The allocation of Lodge Farm is not consistent with achieving sustainable development. S16045 is suitable, available and achievable and not constrained by environmental designations. It is not reliant upon major highway infrastructure before development can commence and can therefore deliver units in advance of other sites. Land has the added benefit of being able to deliver community infrastructure.</p>	<p>Policy DS3 should delete Lodge Farm (DS3.15) and replace with land south of Ansty (S16045)</p>	<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>

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360	Hilary Corrigan	NA	NA	DS3	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals. STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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					<p>dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>
361	R Hannis	NA	NA	DS3	<p>H1 not compatible with Self Build and Custom Act 2015; RBC has duty to promote sites for self-build not just large allocations; settlement boundaries should be amended to allow appropriate development; RIBA has produced a report 'Housing Matters; 20 ways to tackle the housing crisis' which highlights the role of self-build; details provided on the Scottish self-build system; overview provided of self-build system;</p>		<p>Local Plan is considered compliant with national regulations; Policy H1 takes self-build into account; potential for self-build on selected sites;</p>

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365	E Williams	NA	NA	DS3	Very pleasant market town now clogging up with traffic.		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. 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.
410	R Hannis	NA	NA	DS3	Local Plan not in conformity with 2015 Self Build and Housing Act and 2016 Housing and Planning Act as only reference is on Page 37 where it is stated large developments should include some self-build provision; LPAs should identify specific areas for self-build to be in conformity with the Acts; further details provided of the Act and government policy; Council could release land it owns for development;		Council-owned land is limited; necessity for potential applicants to identify suitable sites;

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420	Mr and Mrs Nicklin	NA	NA	DS3	Size of development would destroy local wildlife, proposed development site is green belt and serves as a buffer between Coventry and Ansty, Junction 2 of the M6 cannot accommodate additional traffic, rural character of Ansty will be destroyed		Comment noted. The Local Plan does not propose to allocate S16034. No action recommended.
420	Cecilia Nicklin	NA	NA	DS3	The Size of this development would destroy the wildlife; it is designated green belt and should stay that way. The excising road network will not cater for the major addition of traffic,		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
422	E Pope	NA	NA	DS3	Village of Ansty is a village in every sense of the word. Apart from fact that it is on Green Belt land the size of this development it will not be a village any longer as such. Strongly object.		Walsgrave Hill Farm no longer proposed to be allocated for development.

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428	G Lea	NA	NA	DS3	<p>Earlier planning applications refused. Observations made in 1995 are still relevant today. Most important that Stretton on Dunsmore retains its present individual character. Proposals specified in DS3.10 will certainly spoil these qualities. Objections raised previously include loss of privacy and visual amenity. Already excessive residential development this side of the village. Further development would exacerbate this uneven balance. Visual and rural aspects affected. Access would involve removal of mature trees. Moving established green belt boundary. Detrimental to character and appearance of green belt. Other less sensitive areas where houses could be built. Undesirable intrusion into countryside.</p>	Deletion of DS3.10	<p>The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Specific details of a proposal and impacts also assessed at planning application stage.</p>

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428	G Lea	NA	NA	DS3	<p>Earlier planning applications refused. Observations made in 1995 are still relevant today. Most important that Stretton on Dunsmore retains its present individual character. Proposals specified in DS3.10 will certainly spoil these qualities. Objections raised previously include loss of privacy and visual amenity. Already excessive residential development this side of the village. Further development would exacerbate this uneven balance. Visual and rural aspects affected. Access would involve removal of mature trees. Moving established green belt boundary. Detrimental to character and appearance of green belt. Other less sensitive areas where houses could be built. Undesirable intrusion into countryside.</p>	Deletion of DS3.10	<p>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. Additional details to be finalised during any future Planning Application stage. 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.</p>

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662	Grahame Simmons	NA	NA	DS3	Other sites within Binley Woods not fully considered in terms of access, location, highways and amenity; Parish Council basing assessment on opinion; additional housing on Rugby Road will lead to gridlock; loss of green spaces of concern; local school already full; housing need not enough to warrant development;		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. 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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
662b	G Simmons	NA	NA	DS3	<p>Other potential sites within Binley Woods not fully considered in terms of access, location, traffic congestion and impact on the neighbourhood. Other sites discounted too soon with little justification for doing so. Local Parish Council in support of this part of the plan purely based in their opinion to be the less emotive option. Question since when has planning considerations been based on people's emotions. Additional housing on this already heavily congested A Road will lead to gridlock. Loss of green space obvious concern. Further housing will lead to area becoming overpopulated evidenced in that local school is already full. Housing need not enough to warrant this being built as there are other developments being built right now local to the area. School cannot take any more additional pupils so any children moving here will go to other schools and add to traffic...</p>		<p>The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. 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>
662b	G Simmons	NA	NA	DS3	<p>Other potential sites within Binley Woods no fully considered in terms of access, location, traffic congestion and impact on the neighbourhood. Other sites discounted too soon with little justification for doing so. Local Parish Council in support of this part of the plan purely based in their opinion to be the less emotive option. Question since when has</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. All sites submitted to the council through the SHLAA call for sites have been considered against the same SHLAA</p>

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					<p>planning considerations been based on people's emotions. Additional housing on this already heavily congested A Road will lead to gridlock. Loss of green space obvious concern. Further housing will lead to area becoming overpopulated evidenced in that local school is already full. Housing need not enough to warrant this being built as there are other developments being built right now local to the area. School cannot take any more additional pupils so any children moving here will go to other schools and add to traffic...</p>		<p>methodology to identify the most suitable, available and achievable, deliverable and developable. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
710	F Jones	NA	NA	DS3	<p>Pollution. Of particular concern is Dunchurch crossroads. Scale of relief from SW link road in doubt. Cars heading to Southam Banbury will have to go through Dunchurch. Air quality already exceeds EU recommended maximums. More houses mean more cars and pollution. Major concern for the young and those with health issues. Traffic congestion - at school hours in particular, traffic queues in all directions. More congestion. Housing allocation - local plan does not justify why provision needs to be made on greenfield in a location outside of its development strategy to locate 1500 dwellings from Coventry. No justification in MOU why RBC proposing to build 2800 dwellings of Coventry's allocation. No explanation as to what can be done about accelerating delivery on existing permissions/allocations. More focused delivery strategy would make better use of existing infrastructure and requires less new infrastructure and would therefore have a higher chance of increased delivery than the more dispersed approach suggested. No evidence that increasing supply of allocations in the way proposed will actually increase delivery. History Dunchurch is an old village with significant history. Plan to build so many houses</p>		<p>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 STA clearly shows the mitigation achieved by the south west link road against the impacts on the Dunchurch crossroads addressing the congestion and subsequent air pollution. NPPF para 30 and 124 are met. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					will inevitably lead to the erosion of Dunchurch's identity as a village.		Warwick's local plan. The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
710	F Jones	NA	NA	DS3	<p>Pollution. Of particular concern is Dunchurch crossroads. Scale of relief from SW link road in doubt. Cars heading to Southam Banbury will have to go through Dunchurch. Air quality already exceeds EU recommended maximums. More houses mean more cars and pollution. Major concern for the young and those with health issues. Traffic congestion - at school hours in particular, traffic queues in all directions. More congestion. Housing allocation - local plan does not justify why provision needs to be made on greenfield in a location outside of its development strategy to locate 1500 dwellings from Coventry. No justification in MOU why RBC proposing to build 2800 dwellings of Coventry's allocation. No explanation as to what can be done about accelerating delivery on existing permissions/allocations. More focused delivery strategy would make better use of existing infrastructure and requires less new infrastructure and would therefore have a higher chance of increased delivery than the more dispersed approach suggested. No evidence that increasing supply of allocations in the way proposed will actually increase delivery. History Dunchurch is an old village with significant history. Plan to build so many houses</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					will inevitably lead to the erosion of Dunchurch's identity as a village.		greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
711	Carol Turtle	NA	NA	DS3	<p>Unlikely to be affordable housing on the site. Expensive housing. New home owners will be commuters with cars, increasing Dunchurch's traffic and pollution problems. Plan can be improved by replacing Lodge Farm with originally preferred plan to have at Walsgrave. New road will not protect Dunchurch. Highway safety issues. Surgery and Primary School may not be built. Dunchurch is beautiful historic village with conservation area. Character and identity lost and ruined. Contravenes NPPF, Paras 30, 120, 124, 34, 37, 95, 17, 58, 52, 57, 69, 70, 73, 74, 109, 114-119, 112.</p>		<p>The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. 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>
713	Ian Grime	NA	NA	DS3	<p>Whilst not objecting to the plan, I am curious why S14/022 has been excluded from the latest Local Plan when it was promoted for housing in Ryton in the emerging local plan in December 2015. It has services and access to the site - what does one have to do to get this piece of land incorporated in a formal plan.</p>		<p>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. All data publically available on RBC website.</p>

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724	John A Jelley	NA	NA	DS3	Brexit has created uncertainty with regards to future population trends so the Local Plan is outdated; proposals for Stretton on Dunsmore and other parts of district unrealistic; culture and environment of Stretton would be changed irrevocably; no detail on infrastructure; no indication as per type of housing, where will residents and future jobs come from? insufficient infrastructure; evidence base lacking; not opposed to new housing but must be sympathetic;		Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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.
740	Michael Judge	NA	NA	DS3	Concern in relation to the effect of traffic pollution on public health, namely the risk of Alzheimer's associated with living next to a main road and how future housing allocations at Lodge Farm and South West Rugby may exacerbate this. Works proposed at Dunchurch crossroads are insignificant in comparison to the quantity of housing proposed. Proposed warehousing will generate HGV traffic.	Release green belt land at Walsgrave, which is a more sustainable site	Any proposals for the site will need to comply with Policy HS5 which states any development that results in significant negative impacts on health and wellbeing of people in the area as a result of pollution, noise or vibration caused by traffic generation will not be permitted unless effective mitigation can be achieved.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
740	Michael Judge	NA	NA	DS3	Concern in relation to air pollution in Dunchurch, which already exceeds air quality standards.		Policy has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF para 30 and 124 as mitigation proposes significant improvement on traffic congestion and air quality as demonstrated in the STA.
760	Emma Turtle	NA	NA	DS3	Unlikely to be affordable housing on the site. Expensive housing. New home owners will be commuters with cars, increasing Dunchurch's traffic and pollution problems. Plan can be improved by replacing Lodge Farm with originally preferred plan to have at Walsgrave. New road will not protect Dunchurch. Highway safety issues. Surgery and Primary School may not be built. Dunchurch is beautiful historic village with conservation area. Character and identity lost and ruined. Contravenes NPPF, Paras 30, 120, 124, 34, 37, 95, 17, 58, 52, 57, 69, 70, 73, 74, 109, 114-119, 112.		Affordable housing is addressed in the new Local Plans housing mix policy with details finalised at Planning Application stage. No evidence before the Council that suggests the affordable housing target cannot be achieved by the site. The Local Plan has been informed by an STA which identifies that flows through Dunchurch will be reduced as a result of the strategic mitigations identified as contained in the IDP. WCC Highways and Highways England have been fully engaged in development of the Local Plan and infrastructure measures as contained within IDP. None have raised objections to the plan. Policy has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF as mitigation proposes significant improvement on traffic congestion and air quality as demonstrated in the STA.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
822	Carol Seager	NA	NA	DS3	Air Quality issues impact on health. Dunchurch Crossroads (Dun Cow) already exceeds limits and this will get worse with further development and then allocation contained within the Plan.		Policy has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF para 30 and 124 as mitigation proposes significant improvement on traffic congestion and air quality as demonstrated in the STA.
822	Carol Seager	NA	NA	DS3	Air Quality issues impact on health. Dunchurch Crossroads (Dun Cow) already exceeds limits and this will get worse with further development and then allocation contained within the Plan.		Policy has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF para 30 and 124 as mitigation proposes significant improvement on traffic congestion and air quality as demonstrated in the STA.

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834	Mrs D Flavell	NA	NA	DS3	Volume and speed of traffic increase some much that lounge window rattles and can hear lorries go by when to is on. Summertime in garden is worse. Noise and pollution will only increase with Symmetry Park development. Devalue properties Safety issues.		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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914	J C McHugh	NA	NA	DS3	Object to Local Plan and any development North of M6 Junction 1 owing to concern regarding loss of wildlife, loss of greenbelt, impact on historic assets and exacerbating existing traffic congestion;		WCC Highways, Historic England, Warwickshire County Council Ecology and Highways England have all been fully engaged in development of the Local Plan. 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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
966	E Milwain	NA	NA	DS3	<p>Seriously concerned about level of traffic coming through the village and the resultant pollution. Concerned about it now even before it is inevitably added to buy more housing in the area.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
990	Ann Wright	NA	NA	DS3	<p>Proposals would swamp Dunchurch, reducing leisure activities for walking and cycling due to loss of open countryside. No justification in the Memorandum of Understanding as to why a greenfield site is proposed to meet Coventry's allocation, no information given as to how to deliver existing permission such as early delivery of infrastructure, a more focused delivery strategy would reduce the need for new infrastructure- no evidence that increased allocations will result in increased delivery, the Strategic Transport Assessment (STA) modelling does not assess the Lodge Farm allocation and needs a wider analysis incorporating part of Daventry District, Rugby Borough Council have failed on their duty of care with Daventry District Council and Northamptonshire County Council on the STA. Doubts with regards to both infrastructure provision being adequate and delivery</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. Other</p>

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							<p>infrastructure requirements contained within the Plan have been informed by the relevant statutory bodies. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
1005	Francis Thain	NA	NA	DS3	<p>Elderly housing provision required- too many large executive homes- more bungalows, maisonettes; houses for younger people required; survey enclosed of people over 60 in the High Street of at least 77 people;</p>		<p>Policy H1 makes provision for a variety of housing to address need</p>

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1014	J & B Butler	NA	NA	DS3	DS3.11 already been subject to a previous Planning Application (R13/025)) which was refused- site and infrastructure constraints unchanged since last application; site is green belt, development is not infill, lax to remove greenbelt status of site contrary to NPPF; R13/0250 refused due to impact on green belt; site has highway safety problems, flood risk, landscape impact, loss of agricultural land		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.
1019	Dr J R Ponsford	NA	NA	DS3	Accepted that requirements of Paris Agreement are themselves inadequate to achieve the aim to cap global mean temperature rise to 2 degrees C, even though commitment to electric vehicles and phasing out of gas for cooking. The investment to provide any of this and the necessary renewable energy generating capacity, storage and distribution, let alone in just over 17 years is clearly massive. It will need to be accompanied by realistic efforts to help other countries, particularly with education, reduction in child mortality and encouragement of		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. Comments noted although not considered to affect soundness of plan.

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					<p>greater choice in limiting family size, at the same time educating ourselves likewise, sufficiently to adopt a gradual, peaceful, reduction in population size necessary to begin to match the Earth's depleting resources and halt the exploitation that continues to accelerate man made greenhouse gas emissions. Major contingency funds seem necessary to cope as climate change increases flooding and threatens our own food output directly or by increasing infestations. Major contingency funds seem necessary to cope as climate change increases flooding and threatens our own food output directly or by increasing infestations. Spending on new houses, warehouses and infrastructure will divert resources encourage further population growth and expropriate even more land abroad to feed us, acceleration the existing threat of mass global species extinction within decades and to man and to civilisation if global food output falls consistently below demand, prompting massive migrations. Sir David Attenborough's letter regarding population growth needs a proper response if we are to value survival of offspring and continued global enjoyment of the planet...</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1019	Dr J R Ponsford	NA	NA	DS3	<p>UK currently depends on imports for some 40% of its food. Any increase in population must increase this dependency disproportionately as cultivable land is lost. Twice last century country narrowly escaped starvation as a result of blockaded food supplies. World is hardly safer now that Aleppo's suffering now vastly exceeds Guernica's provided just one instance. Cannot be assumed otherwise that adequate, affordable access to food imports will continue indefinitely as population growth elsewhere increases completion for worlds food output. Food importing countries will be most at risk once demand exceeds supply. Ever intensive agriculture here and abroad will hasten mass extinction of other species. Human environment, whether in overcrowded cities, flooded houses on flood plains, remaining but overcrowded countryside, or never ending traffic jams, will lose many of its current pleasures, and increase risk of disaffection and strife. Global temperature rise. If rational and equitable efforts to achieve a peaceful reduction to a genuinely sustainable population size were successful, and if climate change can be halted, a very much higher standard of living for all of humanity</p>		<p>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. Comments noted although not considered to affect soundness of plan.</p>

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					and a continuing and advancing future could ensue.		
1023	Paul Salisbury	Binley Woods PC	NA	DS3	<p>Comments on proposal for Binley Woods. High priority should be given to starter housing and provision for the elderly. Parish would consider small addition to this number to fulfil the requirements of this sector. Access onto Rugby Road will create another junction onto this busy road at which there will be many problems. Will also further create a further unsafe hazard for people crossing the road. Ask for consideration of moving access to opposite Ferndale Road and install traffic lights. Would object to the removal of trees along Rugby Road. Further planting should be undertaken. Land to North and East of the site could be donated to village to maintain. Preference for Garden of Remembrance and provision of car parking for this. Proposed play area will be useful although feel any equipment should be aimed at smaller age group children. Consideration should be given with regards to services - already stretched with poor foul drainage and low water pressure to parts of the village. Many storm drains along Rugby Road are blocked and cause floods. Street lighting should be similar to the lights already in situ. Proposal far exceeds</p>		<p>Further details of the development would be considered at the planning application stage. Policy H1 would look to secure a proportion of affordable housing, including taking into account need for starter homes and homes for older people. Concern about housing number noted, although proposal is considered justified in the overall housing strategy. Highways have been a consideration in site selection as consulted on in Binley Woods Site Allocation Development Pack (June 2017), however more detailed matters would be considered at application stage. Other detailed matters such as drainage and layout would also be considered at application stage.</p>

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					the needs of the residents of the village.		
1036	J I Liddle	NA	NA	DS3	Support for a secondary school in the Northern Rugby; pupils should not have to travel across Rugby; DS7 contrary to NPPF Paragraphs 37, 72. Allocate space for a secondary school		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.
1140	Mr A J Smith	NA	NA	DS3	I consider an extra 5000 houses in this area outrageous. Is the spine road the only plan for alleviating traffic at the Dun Cow cross roads. Most of the jobs would mean travel. Employment chances would be minimal. The plan swells up Agricultural land and wildlife areas.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.

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1144	Anthony Rogers	NA	NA	DS3	DS3 allocates housing above Rugby's needs; consultants methodology is commercially confidential so cannot be tested; results outdated given Brexit; table included showing over-provision; WCC deem 12-13,000 additional houses as having an acceptable impact on congestion but the 22,000 homes would result in gridlock; DS3 unjustified as alternative of faster build out of the Rugby Mast site has not been tested;		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.

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1183	K Turner	NA	NA	DS3	Objection to S16045: the land is greenbelt thus to change it would set a negative precedent; the area is rich in wildlife therefore should be protected; risk of coalescence with Coventry; concerns in relation to traffic congestion;		Comment Noted. However, the Local Plan is not proposing allocation on SHLAA site S16045 at Ansty. No change.
1191	Anthony Baker	NA	NA	DS3	A ruinous increase in housing numbers not only causes more travel chaos within Rugby but the infrastructure for ever more people is not matched by facilities such as hospital bed numbers, local A&E services, doctor surgeries etc.		The IDP and associated site allocation policies has been formulated in relation to evidence base and is considered to be sound. (Therefore amendments not considered necessary or suitable).
1194	Christine and Peter Harris	NA	NA	DS3	Objection to S16045; Ansty has approximately 125 house therefore an additional 1,700 homes would overwhelm the village making it a small town; more schools would be required as the nearest is in Bulking ton and Wolvey; sewage system currently inadequate which would be exacerbated; land subject to flooding; land designated green belt thus the proposal would remove the buffer between Coventry and Warwickshire.		Comment Noted. However, the Local Plan is not proposing allocation on SHLAA site S16045 at Ansty. No change.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1245	Cllr Leigh Hunt	NA	NA	DS3	Allocation DS3.1 Coton House has seen extensive development over past 18 months and great deal of work to restore listed building to its former glory as a single home. To place additional market housing on the site seems counter-intuitive in preserving the building and its setting. Previously acknowledged that Leicester Rd and M6 J1 are at capacity; no proper transport studies have addressed cumulative impact of all developments in Rugby area which must be carried out with further consultation before the plan is adopted. Severe problems of accessing A426 from Churchover, particularly heading south. Situation made worse by housing at Coton House and proposal for 4-arm roundabout as new access to Coton House will lead to more accidents.	Believe allocation of Coton House would be an over development of the site and cause significant harm to setting of listed building so should not be included in plan. If development is allowed here or wider area, traffic lights with priority to Leicester Rd but also to allow access from Churchover or Coton House must be considered an absolute priority.	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. The Local Plan has been informed by an STA which identifies the strategic transport infrastructure to support the Plan. The access arrangements for the site will be determined through the planning application stage. The housing background paper contains further details in relation to the selection of the site against the alternatives.
1246	Cllr Howard Roberts	Independent Group	NA	DS3	In general do not believe that blanket figure of 100 housing units for MRS sites are acceptable. Does not distinguish between different villages noted on the MRS list. Do not believe allocation of 75 houses off Plot Lane, a small road which does not allow two cars to pass, is acceptable. Infrastructure is not acceptable and will encroach on village's greenbelt. Any allocation at Ryton on Dunsmore must have evidence to confirm it will not worsen traffic on Leamington Rd at		Allocations have been informed by discussions with service providers and WCC highways that did not raise concerns about the allocations. The allocations will help ensure the Local Plan has a portfolio of sites to ensure that a continuous housing land supply can be achieved throughout the lifetime of the Plan.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					peak times - congestion and pollution already problem here.		
1247	Cllr Crane	NA	NA	DS3	<p>The Local Plan over allocates more than 50% its OAN Lodge Farm should be removed and SW Rugby could be reduced and the OAN would still be met with a degree of flexibility. By allocating so many sites the developers will choose to develop sites that will lead to the biggest profit, rather than those sites which best meet the needs of Rugby Borough (and particularly in relation to affordable housing). The prioritised sites will inevitably be the greenfield sites. This also leads to the risk that many sites will be started but not completed with the result that the necessary infrastructure will not be put in place, making sites unsustainable. The allocation should be reduced on a precautionary basis as once allocated the permissions cannot be retracted. The local plan will be reviewed every 5 years in any event and if the numbers need to be revised upwards at that stage they can be.</p>		<p>The SHMA (and OAN) 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. 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. The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Specific details of a proposal and impacts also assessed at planning application stage.</p>
1249	Alan Gilbert	NA	NA	DS3	<p>Objection: Unnecessary intrusion into the greenbelt, out of proportion to Ansty as existing thus swamping the village, Ansty would become part of Coventry with no clear buffer and detrimental to local wildlife</p>		<p>Walsgrave Hill Farm no longer proposed to be allocated for development.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1250	Ann Dennison	NA	NA	DS3	Objection: Development would be on green belt land; would swamp the existing small village; continual traffic as existing- the development would add 1,000 plus vehicles		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1251	Baljinder Das	NA	NA	DS3	Objection: The land is green belt, acts as a buffer between Coventry and Warwickshire, the size of proposal would engulf existing community and be detrimental to local wildlife		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1252	Barbara Robinson	NA	NA	DS3	Objection: No further building in Ansty- especially on green belt- as it undermines the villages rural character, constitutes urban sprawl, would engulf the village and would remove the buffer zone between Coventry and Warwickshire		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1253	Brenda Wallis	NA	NA	DS3	Objection: Oppose size of development, proposed development location within the green belt. Understand need for more housing so a smaller development of 50-100 properties would be better thus minimising damage to wildlife, air pollution from increased traffic and congestion and preserve the character of the village.		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1254	Cathy Gould	NA	NA	DS3	<p>Objection: Detrimental to rural landscape and character of the village, development proposed for green belt which is contrary to Policy, crucial to retain green belt as its being eroded, proposed development will overwhelm Ansty and generate traffic noise. The local need aspect is inapplicable as there is redevelopment ongoing on the Main Road and at least 4 properties for sale with further opportunities to rent or buy in Shelton and new builds on Shelton Lane. Coventry provides a good example of building housing on brownfield sites; no need to expand the city with noise impacts from M6 and setting precedent for ribbon development. The development would blur the lines between the West Midlands and Warwickshire- Rugby Borough needs a distinct boundary.</p>		<p>Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.</p>
1255	C Newby	NA	NA	DS3	<p>Objection: Land is green belt; the size would impact the village leading to a significant increase in traffic, adequate services would need to be provided, local wildlife would be impacted, previous applications for smaller developments have been refused as they are within the green belt</p>		<p>Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1256	Claire Willis	NA	NA	DS3	Objection: No need for further houses as there are a number for sale to buy and rent; the development is on green belt land, Ansty is a small community and this development would represent over-population; insufficient amenities-public transport, shops, sewage system, 1 road in and out of the village, there should be sufficient housing in Coventry as existing without encroaching onto green belt and affecting wildlife		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1257	David Harris	NA	NA	DS3	Objection: The proposal for 1,500 dwellings would turn Ansty into a suburb of Coventry. The land is greenbelt which goes against government policy as brownfield should be allocated first. The proposal would be detrimental to wildlife.		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1258	David Newman	NA	NA	DS3	Objection: Proposal contradicts the principle of greenbelt by eroding the buffer between Rugby and Coventry. The size of the development is too large, would contribute to flooding and the focus should be on redeveloping existing housing stock and building on brownfield land.		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1259	Diane Rudd	NA	NA	DS3	Objection: Proposed development is within the green belt which currently provides a buffer between Coventry and Warwickshire. Proposal will engulf the village and impact upon wildlife.		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1260	Denise Tapp	NA	NA	DS3	<p>Objection: Building on green belt is contrary to policy; similar applications for building on greenbelt have been refused, the size of the development will engulf the community; amenities would need to be provided- to the detriment of the environment; the local area (Ansty and Shelton) already suffers from traffic problems, impact on local wildlife; eradication of buffer between Coventry and Warwickshire; Ansty would no longer be a village and there are more appropriate sites in the Borough</p>		<p>Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.</p>
1261	Darren Wade	NA	NA	DS3	<p>Objection: Proposed development is within green belt which should be maintained to protect its village status; Policy CP1 is against greenbelt development when more suitable sites are available; the boundaries between Coventry and Warwickshire would be eroded; previous applications for smaller developments in the green belt have been refused on the basis of being inappropriate; any development would require the development of local amenities and the road network and would seriously impact upon Ansty</p>		<p>Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1262	Peter Clarke	NA	NA	DS3	Objection: Development size would diminish wildlife and countryside; would diminish wildlife; undermines principle of greenbelt; Ansty would be engulfed and the village would lose its identity; the buffer between Coventry and Any would be removed; increased traffic would affect Ansty and surrounding villages.		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1263	Ellen Johnson	NA	NA	DS3	Objection: Inappropriate development within the green belt, loss of habitat for wildlife, loss of buffer zone between Coventry and Warwickshire and increase in air pollution.		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1264	Elizabeth Newman	NA	NA	DS3	Objection: The proposed development land is green belt and farming land; the proposal would overwhelm the village; proposal would undermine wildlife; there must be more suitable sites which will not destroy the buffer between Coventry and Rugby; local farmers should be supported in providing food		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1265	Grahame Fox-Dowden	NA	NA	DS3	Objection: The proposal is located within the green belt which is contrary to policy as it is being promoted ahead of more suitable sites; major infrastructure would need to be developed which would further harm Ansty village; huge increase in traffic; the proposal would remove the barrier between Ansty and Coventry; previous applications for smaller developments in the green belt have been refused; this proposal has provided an 'open door' for another application R16/2058; Ansty would be engulfed	Remove Policy S16045	Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1266	Geraldine Littlewood and Ron Steele	NA	NA	DS3	Objection: The B4065 has over 14,000 vehicles travelling through Shelton per day which is intolerable; accidents already occur on a regular basis and a development of this size will increase this.		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1268	Gail Ash (Gail Rolli 1268)	NA	NA	DS3	Objection: The housing allocation can be met by other sites which are not identified as 'Local Wildlife Sites', does not comply with national policy on green belt- no local need; will engulf Ansty village and remove the buffer between Ansty and Coventry thus leading to urban sprawl,		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1269	Hannah Waters	NA	NA	DS3	Objection: CP1 states that greenbelt development will be resisted where there are more suitable sites available, previous applications for smaller sites have been refused; the size of the proposal would engulf the community; amenities would need to be provided to the detriment of the environment; Shelton and Ansty already suffer from excessive levels of traffic which would worsen; impact on local wildlife; eradication of the buffer between Coventry and Warwickshire; Ansty would no longer be a village;		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1270	Ian Robinson	NA	NA	DS3	Objection: No further development-large or small- in Ansty, opposition to development within the green belt which must be preserved; small rural villages must be saved from development; would remove the buffer between Coventry and Ansty,		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1271	John Batten	NA	NA	DS3	Objection: The proposed development land is within the greenbelt, the proposal would erode the separation between Ansty and Coventry; impact local wildlife; no social or economic benefit for North Warwickshire as most potential future residents would work and socialise in Coventry		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1272	Jane, Franchesca and Joseph Benjamin	NA	NA	DS3	Objection: This proposed development goes against the purpose of the greenbelt. Local needs should be identified through a local plan, this area of land provides an essential green buffer between Coventry and Ansty; the proposals would damage wildlife through the more intensive usage of the Oxford Canal, the main road through Ansty is already at capacity with traffic passing through; in 2015 excess water from Main Road caused flooding to the respondents property and Severn Trent have confirmed this is likely to happen again due to traffic volume;		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1273	Janice Heggerty	NA	NA	DS3	Objection: The proposed development would turn the small village of Ansty into a small town; insufficient facilities to support the development		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1274	John Perkins	NA	NA	DS3	Objection: The proposed development would cause massive disruption on an already over-burdened M6, there are not enough school places or Doctors surgeries locally; Coventry needs to build within its own boundaries and not spill over into neighbouring authorities,		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1275	John Tapp	NA	NA	DS3	Objection: The proposed development site is contrary to Policy as it is within the green belt; similar smaller applications in the greenbelt have been refused; the size of the development would engulf the community; there are no local amenities available; the village suffers from excessive traffic which this development would exacerbate; impact on wildlife; Ansty would no longer be a village; the proposed development would erase the buffer between Ansty and Coventry; there are more appropriate sites such as adjacent to the Coombe side of the A46.		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1276	Jessica Waterhouse	NA	NA	DS3	Objection to S16045 Ansty		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1277	Joan Hill	NA	NA	DS3	Objection: The proposed development land is within the green belt which is contrary to CP1, the size of the development would engulf the village, major development of local amenities would be required, there would be a significant increase in traffic, detrimental impact on local wildlife, eradication of buffer between Coventry and Warwickshire, there are more appropriate sites within the Borough, previous applications for smaller developments in the greenbelt have been refused,		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					increased congestion in surrounding villages of Shelton, Wolvey and Bulkington.		
1278	Kendall Newby	NA	NA	DS3	Objection: Proposed development would be situated upon greenbelt land and remove the buffer between Coventry and Warwickshire, new local services would need to be provided, local wildlife would be impacted, traffic would increase, there have been smaller proposals for the greenbelt but never this large, Ansty will no longer be a village, cutting trees down would increase the amount of noise from the M69		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1279	Michael Allen	NA	NA	DS3	Objection: The development will overwhelm Ansty, the buffer between Coventry should be maintained to prevent Coventry incorporating Ansty within its boundaries, alternative sites should be considered given the land is green belt which is being eroded nationally, the proposed development is the easy option for the developer		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1280	Marcella Avis	NA	NA	DS3	Objection: The proposed development site is green belt, the land provides a buffer between Coventry and Warwickshire, the size of the development would engulf Ansty, significant impact on local wildlife,		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1281	Maureen Fox-Dowden	NA	NA	DS3	Objection: The proposed development site is green belt which is in direct contravention to local policy as other more suitable sites are available, major development of infrastructure would be required, traffic congestion would increase, the buffer between Coventry and Ansty would be removed, previous applications for similar smaller developments have been refused, the proposal has created an open door for another planning application- R16/2058, the proposed development would engulf Ansty,	Remove Policy S16045	Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1282	Monika Kohler-Ridley	NA	NA	DS3	Objection: The proposal would be built on protected greenbelt land, the protection of the buffer zone is important owing to the proximity to Coventry business parks and motorways, Ansty would become an extension of Coventry, if approved the development would set a precedent leading to a merger with Coventry, wildlife in the fields surrounding Ansty would be destroyed, traffic would increase and there would be insufficient local services,		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1283	Maureen Lilley	NA	NA	DS3	<p>Objection: The only thing between Ansty and Coventry will be the M6, the proposed development land is greenbelt, local wildlife- deer, rabbits, hares, birds- would be impacted, trees- which should have preservation orders on them- will be lost, public rights of way cross the land, the amount of building will change Ansty from a village into a small town, existing infrastructure incapable of accommodating further traffic especially the road bridge, the local hospital struggles as existing so furthering demand would be detrimental to it.</p>		<p>Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.</p>
1284	Mark Newby	NA	NA	DS3	<p>Objection: The size of the development would engulf the area, major development of local amenities would be required, there would be an impact on local wildlife, the proposal risk the eradication of the buffer between Coventry and Warwickshire, there are more appropriate sites elsewhere in the Borough, previous developments in the green belt have been refused,</p>		<p>Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.</p>
1285	Mrs Willis	NA	NA	DS3	<p>Objection: The proposed development would engulf the community- which does not have the resources to sustain it, the level of local services is limited, major concerns in relation to pedestrian safety given the high volume of traffic, the land designated as greenbelt should remain protected,</p>		<p>Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1286	Marie and Derek Harris	NA	NA	DS3	Objection: Detrimental to rural character of the area and would affect house prices		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1287	Mr and Mrs Simpson	NA	NA	DS3	Objection: The proposed size of the development would engulf the community thus increasing traffic noise and disruption, the barrier between Coventry and Warwickshire would be erased and there must be more appropriate development sites such as brownfield as the proposed site is greenbelt and good quality farmland		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1288	Gerald and Veronica Murray	NA	NA	DS3	Objection: The proposed development land is within the green belt and provides a buffer between Coventry and Warwickshire, the development would engulf the village and affect local wildlife		Comment noted. The draft Local Plan is not proposed allocation of SHLAA site S16045. No change recommended.
1291	Paul Baber	NA	NA	DS3	Objection: The development would engulf Ansty, removing this area of green belt land would erode the buffer between Coventry and the village which will encourage Coventry to expand onto the county as it did with the Eastern bypass; the existing infrastructure will collapse with additional requirements		Comment Noted. However, the Local Plan is not proposing allocation on SHLAA site S16045 at Ansty. No change recommended.
1292	Pauline Orwin	NA	NA	DS3	Objection: The proposed development would be on green belt land, would engulf the village and the village does not have the services to support these houses		Comment Noted. However, the Local Plan is not proposing allocation on SHLAA site S16045 at Ansty. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1292	Pauline Threadgold -Orwin	NA	NA	DS3	Objection: The proposed development would swamp Ansty, be on green belt land and Ansty would no longer be separate from Coventry		Comment Noted. However, the Local Plan is not proposing allocation on SHLAA site S16045 at Ansty. No change recommended.
1293	Paul Arnold	NA	NA	DS3	Objection: Some previous developments have been rejected however some proposals in the plan have been put forward and there is no difference. Why is a site in the green belt proposed?	Not proposing sites within green belt	Comment Noted. However, the Local Plan is not proposing allocation on SHLAA site S16045 at Ansty. No change recommended.
1294	Roslin Clayton	NA	NA	DS3	Objection: We are losing too many villages		Comment Noted. However, the Local Plan is not proposing allocation on SHLAA site S16045 at Ansty. No change recommended.
1295	Robert Daniel	NA	NA	DS3	Objection: The proposed development falls within the greenbelt and should not become part of Coventry or the wider West Midlands conurbation		Comment Noted. However, the Local Plan is not proposing allocation on SHLAA site S16045 at Ansty. No change recommended.
1296	Rhianne Pettifor	NA	NA	DS3	Objection: The land is greenbelt thus should be protected, local infrastructure cannot cope and the local wildlife would be adversely affected		Comment Noted. However, the Local Plan is not proposing allocation on SHLAA site S16045 at Ansty. No change recommended.
1297	Sam Kincaid	NA	NA	DS3	Objection: The land should remain greenbelt, provides a buffer between Coventry and Warwickshire and would affect local wildlife		Comment Noted. However, the Local Plan is not proposing allocation on SHLAA site S16045 at Ansty. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1297	Sue Kincaid	NA	NA	DS3	<p>Objection: The development of green belt land would set a precedent. Green belt briefing paper 00934 June 30th 2015 supports preventing such development to prevent urban sprawl as set out in Chapter 9 of the NPPF and PPG March 2014 states "unmet housing need is unlikely to outweigh the harm to the green belt." The CPRE describes green belt as an "...essential buffer between towns in the countryside." The village is part of Warwickshire and should not become part of a conurbation</p>		<p>Comment Noted. However, the Local Plan is not proposing allocation on SHLAA site S16045 at Ansty. No change recommended.</p>
1299	Sandra Wade	NA	NA	DS3	<p>Objection: Proposed development land is within the greenbelt- which should be protected to preserve Ansty village status and protect local wildlife. Policy CP1 opposes building on greenbelt where there are more suitable sites available- which there are, the boundary between Coventry and Warwickshire would be eradicated, previous applications in the green belt have been refused based on the objections received within this letter, any development would require new local amenities and roads as the existing roads could not cope</p>		<p>Comment Noted. However, the Local Plan is not proposing allocation on SHLAA site S16045 at Ansty. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1301	Steven Waters	NA	NA	DS3	Objection: Proposed development land is within the greenbelt- which should be protected to preserve Ansty village status and protect local wildlife. Policy CP1 opposes building on greenbelt where there are more suitable sites available- which there are, the boundary between Coventry and Warwickshire would be eradicated, previous applications in the green belt have been refused based on the objections received within this letter, any development would require new local amenities and roads as the existing roads could not cope		Comment Noted. However, the Local Plan is not proposing allocation on SHLAA site S16045 at Ansty. No change recommended.
1302	Sandra Gilbert	NA	NA	DS3	Objection: The proposed development see falls within green belt, will completely overwhelm Ansty and will erase the buffer between Coventry and Warwickshire		Comment Noted. However, the Local Plan is not proposing allocation on SHLAA site S16045 at Ansty. No change recommended.
1303	William Stone	NA	NA	DS3	Objection: No form of building should be allowed in the green belt; the villages of Shelton and Ansty should be given a vote on the proposals		Comment Noted. However, the Local Plan is not proposing allocation on SHLAA site S16045 at Ansty. No change recommended.
1304	Christine Bowen	NA	NA	DS3	Objection: The proposal is in the green belt and next to Coombe Park		Comment Noted. However, the Local Plan is not proposing allocation on SHLAA site S16045 at Ansty. No change recommended.
1305	David Bowen	NA	NA	DS3	Objection: The proposal is in the green belt and next to Coombe Park		Comment noted. The Local Plan does not propose to allocate S16034. No action recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1306	Beth Wheeler	NA	NA	DS3	Objection to proposed allocation of upto 100 dwellings on Lutterworth Road site in Brinklow. New dwellings would exacerbate existing flooding and vehicular traffic problems		<p>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 options for allocation. The Brinklow Site Allocations Development Pack (June 2016) considered a range of evidence such as landscape sensitivity, heritage impacts and highways advice in proposing site DS3.7 for allocation over other sites considered around the village of Brinklow. More detailed assessment of development impacts would be required as part of planning application(s). Acknowledged that northern section of the site is within flood zone however indicative layout of development proposes no buildings within this area; more detailed information regarding drainage and avoiding increase to flood risk off site will also be a requirement of planning application supporting information.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1307	Christine Wheeler	NA	NA	DS3	Existing traffic and flooding problems would be exacerbated by the proposed development		<p>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 options for allocation. The Brinklow Site Allocations Development Pack (June 2016) considered a range of evidence such as landscape sensitivity, heritage impacts and highways advice in proposing site DS3.7 for allocation over other sites considered around the village of Brinklow. More detailed assessment of development impacts would be required as part of planning application(s). Acknowledged that northern section of the site is within flood zone however indicative layout of development proposes no buildings within this area; more detailed information regarding drainage and avoiding increase to flood risk off site will also be a requirement of planning application supporting information.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1308	Jennie Booham	NA	NA	DS3	<p>The decision to put forward Lodge Farm is a better option than the original Walsgrave site, primarily because the Lodge Farm site is not green belt, whereas Walsgrave Hill Farm is. The Walsgrave site is close to Coombe Abbey, and building at Walsgrave might impact further on the this facility. Concern has been expressed about increased flooding if the Walsgrave site is pursued.</p> <p>There is concern that a big development at Walsgrave would mean that Coventry housing would encroach even further on green belt, getting closer to nearby villages, and eventually the space between the urban sprawl would reduce further. I support the plan to build at Lodge Farm, which is not green belt, nor subject to flooding, and do not have the problems which have been highlighted at Walsgrave. Support for the plan to build at Lodge Farm.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Support noted. No further action required.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1308	Jennie Booham	NA	NA	DS3	<p>Objection to the plan to build up to 100 homes on the Lutterworth Road site principally because it will be building on green belt. Concerns about further flooding on the site, the effect on flora and fauna, the impact on the historic open site of the Norman Motte and Bailey, the impact of increasing the number of homes in Brinklow by around 25% in a period of five years, and the impact on local services, roads, traffic, general infrastructure, schooling provision, and medical services. Concerns that the location is a linear extension to the village which will not integrate well. The cumulative impact of development on levels of traffic along the Fosse Way is a concern. Smaller development on the site and throughout the village would be more sustainable and boundaries could be changed to allow development to be spread around peripheral sites.</p>		<p>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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1310	Martin Wheeler	NA	NA	DS3	<p>The proposed development sits within the greenbelt; potential to affect local wildlife; loss of productive farmland and the erosion of the rural character of the village, the proposed envelopment site is a floodplain so further housing would risks increasing the probability of flooding, additional housing will strain local infrastructure, the Parish council undertakes speed awareness exercises which highlights issues with road safety as existing, no details of any preliminary works undertaken by relevant agencies: Has an Environment Agency Survey been undertaken to assess the potential flood risk? Has a Highways Agency survey and risk assessment been undertaken? Inconsistency in excluding other sites e.g. Lutterworth Road West excluded due to landscape impacts yet is only a few metres away from the proposed Eastern site; Heath Lane excluded due to Highways Constraints- yet will avoid vehicular traffic to Coventry, Rugby and Birmingham going through the village.</p>		<p>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 options for allocation. The Brinklow Site Allocations Development Pack (June 2016) considered a range of evidence such as landscape sensitivity, heritage impacts and highways advice in proposing site DS3.7 for allocation over other sites considered around the village of Brinklow. More detailed assessment of development impacts would be required as part of planning application(s). Acknowledged that northern section of the site is within flood zone however indicative layout of development proposes no buildings within this area; more detailed information regarding drainage and avoiding increase to flood risk off site will also be a requirement of planning application supporting information.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1311	Paul Fletcher	NA	NA	DS3	DS3.7 contradicts Policy GP2; Lutterworth Road/Broad Street has traffic problems which would be worsened. The site may prevent any long-term bypass to connect to the Bretford Straight. DS3.15 at Lodge Farm is beneficial to Brinklow compared to Walsgrave Hill.	Developing a site further to the South would place potential future residents closer to the centre of the village thus reducing the traffic impacts on Lutterworth Road/Broad Street. A lower number of proposed dwellings would also assist.	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 options for allocation. The Brinklow Site Allocations Development Pack (June 2016) considered a range of evidence such as landscape sensitivity, heritage impacts and highways advice in proposing site DS3.7 for allocation over other sites considered around the village of Brinklow. More detailed assessment of development impacts would be required as part of planning application(s). Acknowledged that northern section of the site is within flood zone however indicative layout of development proposes no buildings within this area; more detailed information regarding drainage and avoiding increase to flood risk off site will also be a requirement of planning application supporting information.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1311	Paul Fletcher	NA	NA	DS3	<p>The site selection process is not positively prepared or justified; Sites for a smaller number of dwellings warrant greater consideration; New physical and legal boundaries should be created rather than natural site boundaries to limit future development; Lutterworth Road site will worsen traffic existing traffic congestion. Smaller development sites would lessen this impact and have less opposition; opening up former canal arm would result in loss of biodiversity;</p>		<p>The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. SHLAA has been conducted in accordance with an agreed methodology and is considered sound. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1312	Susan Hartshorn	NA	NA	DS3	The proposed 100 dwellings would exacerbate existing traffic congestion and parking problems alongside the potential impact of the expansion of Fosse Park,		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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).

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1313	Timothy Heenan	NA	NA	DS3	<p>The proposal is disproportionate and risks undermining the villages significant heritage assets, the cemetery needs room for expansion- which an area of DS3.7 should be set aside for, there is a flood risk, surveys of archaeology, school places and traffic should be undertaken, flood control measures must be in place, more housing for older and young people.</p>	<p>Development of unto 20 houses as such numbers would be more proportionate to the existing village</p>	<p>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 options for allocation. The Brinklow Site Allocations Development Pack (June 2016) considered a range of evidence such as landscape sensitivity, heritage impacts and highways advice in proposing site DS3.7 for allocation over other sites considered around the village of Brinklow. More detailed assessment of development impacts would be required as part of planning application(s). Acknowledged that northern section of the site is within flood zone however indicative layout of development proposes no buildings within this area; more detailed information regarding drainage and avoiding increase to flood risk off site will also be a requirement of planning application supporting information.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1314	Sue Green	House Builders Federation	NA	DS3	Support the change in the phasing of the housing target. No 5 year land supply statement provided and consider that the LPA would not have one due to the reliance on windfall sites (which are discounted as there might be an element of double counting).state it is essential that the Council's assumptions on lead-in times and delivery rates are realistic as evidenced by historical empirical data and supported by parties responsible for delivering these sites. Consider that a 10-20% contingency should be present to enable flexibility ensuring a five year supply.		Comment noted in relation to the phasing of the housing trajectory. In relation to the windfall assumption this relates to past delivery of sites of 4 dwellings and below. Site of 5 dwellings and above only are included in the housing trajectory t therefore there is no double counting. It is believed there is sufficient land that will be put into supply which will negate the need for further contingency. The Council will be able to demonstrate a five year land supply as demonstrated in the Housing Background Paper.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1323	Sally Chant	NA	NA	DS3	Do not agree with growth forecast and housing allocations that come from this, especially as prepared pre Brexit. We can't check accuracy as unable to obtain data from external company who claim commercial sensitivity. Do not agree that Rugby should take additional housing allocation from Coventry without being able to allocate appropriate amounts of land for secondary schools for the current population - this is not sustainable development and is not acceptable.	Review the forecasts and do not over allocate land for housing. Level of housing proposed cannot be supported by current or proposed transport system. Remove allocation for houses transferred from Coventry.	No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach, the MoU and the SHMA have also been accepted by the inspector of Warwick's local plan. The allocation of sites ensure that the Plan.
1325	Anne Langley	NA	NA	DS3	The wishes of local people - as clearly expressed in parish and neighbourhood plans, and more recently articulated at the recent protest meetings about the draft plan - have largely been ignored. Respect parish and neighbourhood plans. Listen to the electors of Rugby. Local villages need additional affordable houses and accommodation suitable for the elderly but NOT more executive		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.

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					homes for commuters built in the Green Belt &/or on good agricultural land.		
1325	Anne Langley	NA	NA	DS3	Some development sites are likely to lead to increased flooding and all will create unacceptable pressure on local infrastructure: transport, health services and education. Concentrate development within Rugby town, and on the outskirts, where the infrastructure is already more robust and capable of enhancement at a lower cost. Compel developers to contribute more to the cost of such enhancements as a condition of obtaining planning consent.		DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
1325	Anne Langley	NA	NA	DS3	Some of the sites for development in DS3 are in the Green Belt, contravening national policy and GP2 (p.11). There are no exceptional circumstances to justify this and they would set a precedent for future despoiling of the countryside. All development sites in the Green Belt should be removed from the plan.		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.

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1327	Amber Collings	NA	NA	DS3	<p>Proposal would undermine character of village of Dunchurch, increase risk to pedestrians and cyclists, Daventry District opposes the plan, greater consideration should be given to Brownfield sites (such as the mast site to the North East of Rugby), greater emphasis should be placed on delivering the mast site as when it is delivered the developers can pay for a relief road for Dunchurch and only then would it be acceptable to sympathetically enlarge Dunchurch. The proposal would result in additional traffic bringing extra pollution, Dunchurch already has their highest pollution levels of any village in Warwickshire, queuing traffic already stretches beyond the village boundary which would be exacerbated, traffic flow through Rugby Town- especially the Leicester Road- would be affected, significant concerns in relation to road safety, historic houses in the village centre will suffer from the vibrations of large vehicles. The proposed new units aren't required as there are empty units or should be built at DIRFT, A5 or Magna Park</p>		<p>No change required. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. The mast site has been factored into the housing trajectory and further sites require allocation to deliver the housing target, ensure flexibility and a continuous 5 year land supply throughout the plan period. He allocations of employment site she allocation of employment sites are required to ensure that the Council's locally identified employment target can be met.</p>

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1328	Albert Chattell	NA	NA	DS3	The proposed development should be located at Coventry as previously proposed. The development would not alleviate traffic at University Hospital Coventry. DS10 conflicts with NPPF paragraph (agricultural land), NPPF 30, 34 and 37 (open spaces), NPPF 109 (landscape), NPPF 126, 129, 132-38		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
1328	Albert Chattell	NA	NA	DS3	Proposed development would generate additional traffic which raises road safety concerns given the road is a high risk crash route, the proposed development site floods on a regular basis contravening NPPF Paragraph 93-104	Remove DS10, revert to the 9,600 dwellings Rugby alone requires and await the impact of Brexit	The site is not located within flood zone 2 or 3 and future planning applications for the site would need to accord with local and national policy ensuring that flood risk is not increased as a result of the development of the site. Local Plan informed by WCC highways who have not indicated that the site should not be allocated due to the high crash route.
1348	Hollie Wilson	NA	NA	DS3	Infrastructure in Dunchurch cannot cope with such development as closure of Rugby by-pass demonstrated. How will Dunchurch surgery cope with more residents? New road links, new doctors surgery and new schools to provide for new houses.	Remove Policy DS8	The Local Plan has been informed by an STA which identifies the strategic infrastructure to support the Plan. The Infrastructure Delivery Plan has been informed by the CCG and Warwickshire education to support the allocations.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1378	Richard Allanch	NA	NA	DS3	<p>DS3 allocates more of our countryside to housing than is needed to meet Rugby's needs. Draft Policy DS3 rests on a forecast methodology from GL Hearn which is "commercially confidential" and therefore cannot be tested. As it cannot be tested it cannot be relied upon. The housing forecast was produced before June's referendum on the United Kingdom's membership of the European Union. Whether the referendum results in reduced inward migration (as many who voted leave hoped) or reduced economic growth (as many who voted remain feared) the demand for houses in Rugby will fall and should be reflected in the town's projections of housing need. WCC have tested 12-13,000 houses and 22,000 with the latter resulting in evening peak traffic grinding to a halt. WCC have not specifically tested 20,000 houses to be delivered as a result of the plan to demonstrate what the impact would be. Rugby Radio station should be tested for a faster build out rate.</p>		<p>The SHMA, which includes overall housing need, 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. SHLAA has been conducted in accordance with an agreed methodology and is considered sound. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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1390	Martine Shaw	Ansty PC	NA	DS3	Oppose development as outlined in S16/045: Outside of village boundary and in Green Belt, effect on Green Belt, important buffer between Coventry and Warwickshire, scale and density would cause harm. No local services to sustain such a large development. Significant impact on Local Wildlife Site		No action required.
1391	Sheila Fennel	NA	NA	DS3	The addition of 3000 houses between the A45 and Grandborough village should be withheld until the infrastructure required is put in place. The roads in the Rugby area are already very congested. There is need of an additional GP surgery and the St. Cross Hospital A & E has been run down. Sewage facilities in the Leam Valley are already overloaded.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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...

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1392	Diane Gregory	Churchover PC	NA	DS3	<p>Proposed allocation at Coton House is unsustainable and therefore unsound. Site is contrary to development hierarchy. Not justified. Rejection of Sustainability Appraisal - comments on SA2, SA4-7, SA10, SA13-14, and SA17. WCC Vectos Highways Analysis reports are inadequate. Suggest further dwellings beyond the 150 dwellings proposal. Limited recognition of highway problems that have emerged during the last 2-3 years A426 between M6J1 and the A5 is now at a crawl. These problems have occurred before any traffic has been generated by Rugby Gateway and there are still large vacant plots on Coton, and housing development is far from completed on Coton Park. Issue is not what could be done, but what should be done. Green Belt should be extended up to A426.</p>		<p>The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. WCC Highways and Highways England have 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. Not considered to be sufficient basis for extending Green Belt to A426.</p>
1393	David Lowe	Brinklow PC	NA	DS3	<p>Object to the proposed development of Green Belt land in Brinklow. Concern of effect on wildlife, loss of productive farmland and erosion of village character. Proposed site on Lutterworth Road is partly situated on a flood plain, concerns that house building will increase surface run-off and risk of flooding. Proposal will generate 25% expansion of the village in 5 years and the Parish Council believes the time period is unreasonable and unfair.</p>		<p>Effect on the Green Belt has been considered in site selection however considered justified in order to achieve housing targets. Impacts of development including highway matters have been given initial assessment and would be subject of detailed consideration at application stage. Details of drainage would be assessed at application stage to ensure this is dealt with adequately.</p>

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					<p>Concentration will place undue demands on services and infrastructure. Particularly concerned about GP service and local schools. Concerns about proposed access, one of the top sites for speeding motorists. Increased levels of vehicle movements on this stretch and how vehicles safely enter site. If development were to go ahead would expect to see high level of traffic calming. Junction of Broad Street and Coventry Road already experiences congestion and increased development will exacerbate this problem. Concerns that proposal will restrict ability to extend the cemetery, which is nearly full. Provision should be made to hold back land to the rear to allow growth of cemetery. Parish Council concerned that development will detract from the rural setting that surrounds the current village. Hedges and trees should be preserved... Would continue ribbon development. Would expect pedestrian access be improved to the centre of the village.</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1393	David Lowe	WCC Ecology	NA	DS3	<p>Walsgrave Hill Farm Site on Green Belt land which comprises many natural species of flora and fauna. Concern of history of flooding nearby. Support development proposed at Lodge Farm, which is a far better and more suitable option as not in Green Belt, not on a flood plain, and has better access to Coventry along the A45. Walsgrave Hill Farm far exceeds the needs of the residents of the locally surrounding rural villages... Concern that this will lead to further infill development and subsequent expansion of the Coventry area. Therefore strongly support retention of Green Belt land to differentiate the urban and rural environments. Also concerned that the proposed site will add a further burden on local facilities such as schools, access to GP surgeries and substantially increase traffic in an already congested area.</p>		Comment welcomed. No amendment recommended.
1393	David Lowe	WCC Ecology	NA	DS3	Proximity of site to Coventry will lead to no economic advantage to Rugby and the immediate area.		Comment noted. No amendment recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1394	David Parnell	Combe Fields Parish Council	NA	DS3	Objects to any possible development at Walsgrave Hill Farm despite not being included in the September 2016 issue of the draft plan. Site is in Green Belt, Lodge Farm is not. Site is adjacent Combe Park which is a designated Ancient Monument. Ansty provides/will provide employment, any more developments will swamp village. Parish roads cannot accommodate yet more traffic.		Comment noted. No amendment recommended.
1394	David Parnell	Combe Fields Parish Council	NA	DS3	SALFV have made a great play about the provision of High Speed Broadband - there are no plans for high speed broadband within the Combe Fields Parish. New developments require high speed broadband.		Comment noted. Walsgrave Hill Farm is not proposed for allocation in the Publication Local Plan. No amendment recommended.
1396	Geoffrey Tooke (Geoff Marsh)	Ryton on Dunsmore Parish Council	NA	DS3	Support proposed allocation DS3.9. Whilst the site enoaches on green belt it is already effectively brownfield and we believe therefore offers the best compromise. Also support the removal of the field to the SE of Warren Farm (SO61) from Green Open Space allocation. We therefore believe it would be entirely inappropriate for any other sites to be allocated to Ryton in this Plan. Essential for significant infrastructure investment to accompany the scale of additional housing envisaged in the Plan. In particular highways improvements will be required on Leamington Road		Support noted. Initial highways assessment carried out however detailed consideration would be given at application stage.

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1397	Helen Stewart	Stretton on Dunsmore Parish Council	NA	DS3	<p>including a traffic light controlled pedestrian crossing.</p> <p>2: Classification of Stretton on Dunsmore as a Main Rural Settlement. Perhaps not unreasonable however reject ramifications of such a classification. 75 extra new houses not based on any housing needs assessment but on desire to identify as many short delivery sites as possible. By not giving a guarantee that this is a maximum means that the local plan gives virtually no steer on likely housing growth from Stretton.3: Greenbelts - Designed to prevent urban sprawl. Suggestion that will need to move the greenbelt for village to grow misses the point of the greenbelt status of land around the village. Reject idea of flexing the Green Belt simply to accommodate today's desirable option.4: Parish Plan: The village has an adopted and established Parish Plan. The plan is an objectively assessed document that draws on research undertaken by the parish council about future growth. It has been ignored in the 'Preferred Option' document.5: No reference to suitability of Stretton to host the infrastructure required for the housing growth proposed by the Preferred Options plan. Do not believe intrinsic infrastructure in Stretton is capable of servicing</p>		<p>Stretton on Dunsmore is classified as a Main Rural Settlement in the Core Strategy and the Rural Sustainability Study details the facilities, services and public transport for the village which affords the MRS status. This level of rural sustainability supports the proposed allocation for the MRS to help the early years of the local plan annual housing delivery to ensure a continuous 5 year land supply. The extent of the site capacity will be determined at application stage. Policy DS3.10 and DS3.11 are both clear in that they both stage 'up to'. No change recommended. The NPPF states that removing land from the GB can only be done in exceptional circumstances. RBC is of the view these have been demonstrated in order to assist in demonstrating a continuous five year housing land supply at the start of the plan period. WCC Education and Highways were fully engaged throughout the development of the local plan and have not raised any concerns which are not mitigated against within the IDP. Both DS3.10 and DS3.11 are located within flood zone 1 and therefore are not subject to sequential test. The housing mix of the new development will be informed by the mix as contained in the SHMA, which is detailed in para 5.10 for market housing and para 5.15 for affordable housing.</p>

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					<p>additional homes in the numbers proposed. Roads in and around the village are narrow and maintained with the priority of village lanes. Many are single track roads with existing damage to verges and passing places. Increase in traffic would further damage to the shoulders, verges and amenity of the village as a whole. Public transport is not well provisioned. Bus service to Leamington was reduced. Flooding is already a problem in the village and with possibility of new housing creating a significant decrease in precipitation to run-off time across the catchment can only add to this problem.6: Accept that the village benefits from key amenities (schooling and GP surgeries), but not that adequate appraisal has been provided regarding a 20% increase in village population. Knightlow School is already oversubscribed. May see children who live within the catchment area but outside the village unable to attend the school.7: Housing Profile Local Plan provides no guidance or assurance that the housing profile of any new development will be managed to address the housing needs of a village setting. In order to stay a vibrant and viable community the balance of affordable smaller housing needs to be maintained in</p>		

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					<p>line with the stock of existing properties which are being constantly extended and improved out of the reach of the incumbent resident's offspring. Without management market forces will move to exploit the sudden availability of development with a highest profit motive and an inevitable shift towards another executive dormitory settlement. That is not a route the Parish Council is willing to take.</p>		
1397	Helen Stewart	Princethorpe Parish Council	NA	DS3	<p>In Princethorpe, flood risk comes from watercourse rather than surface water. Strettons surface water flood risk is Princethorpe's watercourse flood risk. Any development in Stretton that impacts on the ability of the catchment area to absorb rainfall and that adds to surface water problems in Stretton only adds to the volume of the flow heading South from Stretton to Princethorpe. There is no assessment of this risk in the Local Plan.</p>		<p>No objections received from statutory consultees including the Environment Agency. Proposed policy to ensure adequate drainage details are provided at application stage including suitable disposal of surface water (SDC6)</p>

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1397	Helen Stewart	Princethorpe Parish Council	NA	DS3	<p>Flood Risk Assessment: Princethorpe has high level of flood risk, acknowledged in documents of the plan (e.g. village map). Immediate impact from developments planned in neighbouring village of Stretton on Dunsmore. Stretton on Dunsmore have already raised concerns about the Local Plan re the risk to flooding in their village, although the source of the flood risk there is different to the risk at Princethorpe and no note seems to have been made as to how these two different kinds of risk are related.</p>		<p>No objections received from statutory consultees including the Environment Agency. Proposed policy to ensure adequate drainage details are provided at application stage including suitable disposal of surface water (SDC6)</p>

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1397	Helen Stewart	Princethorpe Parish Council	NA	DS3	<p>Amenities: Do not accept that adequate appraisal of key amenities (schooling and Gap surgeries) has been provided regarding the proposed 75 new homes in Stretton on Dunsmore. Princethorpe falls within the catchment for the First School in Stretton. First school in Princethorpe is Catholic school that prioritises families of that faith and is currently full. Stretton school, Knightlow, has been full, closed to Princethorpe families, for 2 years unless the family already have an older child at the school. .</p> <p>Consequently some families in Princethorpe have to travel to Long Itching ton for first school provision. Cannot be true therefore that the school in Stretton has space for the proposed development of 75 new homes when it is already oversubscribed within its current catchment area. Also GP2 permits development within MRS boundaries. S3.11 states that MRS has a sufficient level of services or access to services to allow development within boundaries. Experience of Princethorpe is that this is not true with respect schooling provision. No confidence that adequate consideration has been given to impact on the GP services in Stretton either.</p>		Proposals have been considered in consultation with relevant bodies egg. WCC Education and CCG, and infrastructure have been considered capable of accommodating development.

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1400	Lizz Clarke	Brandon & Bretford PC	NA	DS3	<p>Object to the inclusion of Walsgrave Hill as an allocated site in the local plan. Site is in Green Belt. Adjacent to flood plain - with additional houses built causing further potential flooding issues on nearby road with the A46 a major road in the area, and to nearby Walsgrave Hospital and Coombe Abbey. Home to local flora and fauna that will be destroyed and also associated wildlife that live and feed in the area, which will have a damaging impact on Coombe Abbey and its stunning natural surroundings impacting on incoming visitors to the area. Causing additional traffic on an already busy A428 already speeding traffic through rural village and local road network. Parish Council appreciate need for additional houses but do not consider that the site at Walsgrave to be suitable or practical, and could potentially have a damaging environmental impact on local surrounding areas.</p>		<p>Comment noted. Walsgrave Hill Farm is not proposed for allocation in the Publication Local Plan. No amendment recommended.</p>
1401	Maria Meede	Wolston PC	NA	DS3	<p>The plan is not fully 'justified' as it does not seek to address the chronic stranglehold placed on existing rural settlements by the increased use of cars for local travel needs following recent housing developments on the periphery of settlement boundaries. We consider that greater attention should be paid within the plan to supporting rural communities to</p>		<p>Comment noted. Any infrastructure contained within the IDP is to support the proposed local plan allocations. WCC Highways have helped inform the Local Plan and have not raised concerns on any aspect with regard sustainability. No change recommended.</p>

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1403	Sylvia Jacques	Thurlaston PC	NA	DS3	<p>manage the impact of this blight.</p> <p>In identifying areas for house building, we have seen little evidence of concern for loss of good farming land. Much of SW is grade 2 agricultural, Has RBC carried out an analysis of land quality at other sites. Would expect approach that develops worst land first rather than best.</p>		<p>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. Detailed surveys will be undertaken at planning application stage, as in the case of the Ashlawn Road site which forms part of the proposed South West Rugby allocation. No change recommended.</p>
1406	Julie Warwick	Wolvey Parish Council	NA	DS3	<p>Parish Council endorses the acknowledgement that each village has different housing and infrastructure needs and welcomes the assertion that "the Neighbourhood Planning process will also influence the form of development and infrastructure provision made."</p>		<p>Comment welcomed. No amendment recommended.</p>
1406	Julie Warwick	Wolvey Parish Council	NA	DS3	<p>Majority of residents support the two site allocations in Wolvey. Throughout 2016 members of the Wolvey Neighbourhood Planning Area Committee (NPAC) have met with RBC planning officers with a view to identifying most suitable sites. It is the Parish Council's intention to include DS3.13 and DS3.14 as housing sites in the Neighbourhood Plan for Wolvey reflect the allocations of the Local Plan. Parish Council therefore supports DS3 and paragraphs 4.32</p>		<p>Comment welcomed. No amendment recommended.</p>

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1411	Bill Lewis	NA	NA	DS3	<p>and 4.33 of the Local Plan.</p> <p>Inclusion of Ashlawn Road (DS3.5) in DS8 unsound - inconsistent with national planning policy. Fails to meet the standard of NPPF para 30 on reducing traffic congestion on already congested routes, para 124 on air quality particularly in location where no 2 exceedance are already exceeded. SW bypass may help alleviate air quality issues in Dunchurch not supported by up to date transport assessment. Bypass will not reduce traffic heading towards Daventry/Southam. DS8 states 'the site must contain comprehensive sustainable transport links that integrate with existing networks and provide good connectivity within the development and to the surrounding area. DS3.5 (Ashlawn Fields) is isolated from and not contiguous with remainder of DS8. Highway link already congested existing roads with no plans for improvement. No comprehensive walking and cycling route linking it with major portion adjacent residential area within DS8. DS3.5 clearly not integral with DS8, should be judged as a separate consideration. Concerned about loss of countryside should DS3.5 be developed resulting in impact on bridleway which will be in a housing development site as opposed to</p>	<p>Local plan should be improved by leaving the land north of Ashlawn Road (identified as DS3.5) out of policy DS8</p>	<p>Proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Policy has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF para 30 and 124 as mitigation proposes significant improvement on traffic congestion and air quality as demonstrated in the STA. (Therefore amendments not considered necessary or suitable). It is acknowledged there will be a 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. Ashlawn Fields site included as part of DS8 as associated infrastructure works are involved that coincide with development of this site. A Habitats Regulation Assessment has been produced WCC Ecology have all been fully engaged in development of the Local Plan and infrastructure measures as contained within IDP. 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. Furthermore land at Ashlawn Road is now in receipt of outline</p>

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					<p>countryside. A pond also present which is ecological haven and adds to 'countryside' feeling which area gives to residents who use bridleway. Development would also lead to loss of agricultural land. Sufficient sites with planning permission to demonstrate a five year supply of housing and development of brownfield sites should be accelerated prior to the release of greenfield sites for housing. Therefore the allocation of DS3.5 is unjustified.</p>		<p>planning permission.</p>
1428	Anne Denby	Canal & River Trust	NA	DS3	<p>Development pack supporting site allocation DS3.7 does not seem to acknowledge Oxford Canal to east of the site. Heritage Asset Review raises concern with potential for impact on designated assets (Morgan's Bridge) and non-designated heritage assets (Brinklow Arches) in close proximity to the proposed allocation. Limited assessment of wider landscape impacts of this site on the historic and visual context of the canal network. In context of Policy DS6, waterways can be used as tools for place-making, therefore we would seek for development to relate appropriately to the waterway, minimise ecological impact and optimise the benefits the location of this allocation can generate for all parts of the local community.</p>		<p>Comment noted. Propose amended To DS6: Provision for appropriate design of the site to reflect any relevant historic environment considerations. To reflect national planning policy and evidence of Heritage Asset Review LP54.24. DS3.7. Any proposals for the site would need to comply with policy SDC3 as to how development could make a positive contribution to the setting of the site adjacent to the canal's heritage assets to</p>

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1430	Andrew Morgan	Place Partnership	Warwickshire Police (WP) and West Mercia Police (WMP)	DS3	Paragraph 11.13 contains the caveat that infrastructure is not limited to the types listed. This list does not include emergency services which developers and planning officers might not think is appropriate. As emergency services are required for the allocated sites it should be mentioned. New IDP cost provided.	To address the concerns expressed in these representations and make the Local Plan sound, we request that the following new paragraph is added to the supporting text to Policy D3: Emergency Services 11.18 Rugby Borough Council is working closely with Warwickshire Police, West Mercia Police, Warwickshire Fire & Rescue Service and the West Midlands Ambulance Service to identify the infrastructure required to support development growth in the Borough. This positive partnership work is reflected in the IDP and the policies of this Local Plan. NEW IDP COSTING ALSO PROVIDED	No change required considered that there is sufficient support contained within the Plan for emergency services to make contribution requires as paragraph 11.18 states that the infrastructure list is not limited to and the IDP sets out the emergency service request for the allocated sites.

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1437	Mark Andrews	Coventry City Council	NA	DS3	Previously supported Walsgrave, given context of allocation adjacent within CCC boundary, potential for growth at Ansty and support from UHCW, HE, CWLEP. Requests further clarification for removal from Publication plan. Considers unclear on reading SA and Publication Local Plan.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. The selection of the sites for allocation is contained within the Housing Background Paper LP-11.
1442	Rohan Torkilsden	Historic England	NA	DS3	Where the allocations will affect the significance of the affected heritage assets and that to mitigate and minimise harm to an acceptable extent it will be important that the recommendations contained within the heritage report are clearly referenced as key design conditions within the Local Plan.	Recommendations contained within the heritage report are clearly referenced as key design conditions within the Local Plan	RBC considers change to be reasonable within the supporting text.
1445	Steph Matthews	Natural England	NA	DS3 & DS5	We encourage the authority to push for ecologically sensitive design and landscaping within this local plan policies and supporting text. This should support integration of housing within the sites blue and green infrastructure provision (green way linkages and Sustainable Urban Drainage Systems (SUDs)) to provide multi-functional green infrastructure of high value for nature and people. This is particularly relevant to the Rugby Local Plan given the scale of development and the opportunity to contribute to ecological networks through the upfront master planning process. Interventions could include:		Policy DS5 requires proposals for the development of sites allocated in the local plan to include comprehensive onsite green infrastructure, and to link to existing green infrastructure networks where possible. The exact detail of GI features provided to ensure mitigation or enhancement of the GI network will be decided through the planning application process.

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					Stepping stone habitat for Farmland Birds and Pollinators; Green roofs; and Rain water gardens		
1106 & 1913	David Joseph	NA	NA	DS3 & DS6	DS 3.8 land North of Coventry Road, Long Lawford could be capable of accommodating more than 100 dwellings, so greater flexibility on capacity assumptions required	Amend residential allocation DS3.8 to a minimum of 100 dwellings	The Main Rural Settlement Pack details the allocation of DS3.10 including reference to the heritage asset review and the archaeological constraints which are considered at the local plan stage to limit the capacity of the site to 100. No change recommended.
1245	Cllr Leigh Hunt	NA	NA	DS3 & DS7	Welcome that a buffer zone has been left between proposed development and Newton village - no development should be allowed to encroach on this buffer now or in the longer term future. Previously acknowledged that Leicester Rd and M6 J1 are at capacity; no proper transport studies have addressed cumulative impact of all developments in Rugby area which must be carried out with further consultation before the plan is adopted. Some residents from this site will almost certainly work at DIRFT or employment land at Rugby Radio Station. Current residents do not use trunk road (A426/A5) network to travel to work due to volumes of traffic, instead use Newton Manor Lane or travel through Clifton upon Dunsmore which has led to weight limits, speed limits and traffic calming. No improvements planned for St Thomas Cross junction. This		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. Wider comments noted. Further mitigation measures will come through as the result of individual planning applications and WCCH proposes various mitigation measures.

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					<p>development has potential to add considerable volumes of traffic to both Leicester Rd and M6 J1. In order not to make bad situation worse, traffic lights with priority to Leicester Rd but also to allow access from Churchover or Coton House must be considered an absolute priority. If further development permitted then contribution should be made towards costs of improvement at St Thomas Cross junction - applicable to DS3.2 and DS3.3. Believe allocation of Coton House would be an over development of the site and cause significant harm to setting of listed building so should not be included in plan. If development is allowed here or wider area, traffic lights with priority to Leicester Rd but also to allow access from Churchover or Coton House must be considered an absolute priority.</p>		

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1442	Rohan Torkilsden	Historic England	NA	DS3	<p>Further evidence is required than provided by the brief commentary in the draft SPD which accompanied the Plan.</p> <p>Unclear whether a robust setting assessment has informed proposals adjacent to Bilton Grange, a designated historic park, and Cawston Farm (Grade II listed building). With regard to the latter could I strongly suggest that the associated red brick 'traditional' agricultural buildings are retained as these contribute to the historic integrity of the farmstead?</p> <p>It is vital that before the capacity and strategic parcels are identified, such matters are addressed and not left to the stage of a planning application.</p>		<p>Comment noted. The SPD which supports DS8 will be developed upon the draft published to accompany the Publication Local Plan and will be consulted upon before adoption. HE's engagement will be expected at this stage. The considerations in this representation will be addressed through the final development framework masterplan and subsequent planning applications. DS3 is clear that the quantum of housing is 'up to 5000' to accommodate any such capacity issues.</p>

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1442	Rohan Torkilsden	Historic England	NA	DS3	<p>Proposed allocation contributes to the significance of Coton House, a Grade II* Listed Building. The Sustainability Appraisal considers that development would have a “significant negative effective”. Evidence proportionate to the likely impact does not appear to have been provided by the Local Authority to demonstrate how an understanding of the site’s contribution to the significance of the Grade II* Listed Building and its setting has informed the principle of development, nor without prejudice, the capacity and necessary design response. If evidence were to demonstrate that harm would be caused to the significance of the listed building, to respond to the above point 4, is the local authority unable to show that there is not a more suitable alternative elsewhere in the Borough?</p> <p>As a consequence of the above the local authority has not demonstrated that the Plan is consistent with the national objective of achieving sustainable development nor can be delivered in accordance with policies in the NPPF.</p>	<p>If the Local Authority intends to pursue the inclusion of this site then evidence will be required and a clear and convincing justification provided for any harm in accordance with the clear and explicit national policy tests. Unless national policy can be satisfied the allocation should be omitted and an alternative site found.</p>	<p>Comment noted. The Heritage Assessment produced by J S Management and Town Planning identifies the impact, as detailed in the Housing Background Paper, which concludes that on balance the site is required to support the first 5 years of the plan period. No change.</p>

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1454	Roger Ellis	The Sky Blue Trust	NA	DS3	<p>Concern about allocation DS3.9 to allocate housing development on the site of current Coventry City FC training ground. Supporters are keen to ensure the Club retains a training facility in or in close proximity to Coventry. Note that proposed DS3.9 says that implementation "can only occur when adequate replacement of pitch provision is made to the satisfaction of RBC and Sport England in accordance with national planning policy". It is unclear precisely what 'adequate replacement' would mean or where it should take place. Note should be amended to state that "such replacement provision should be specifically designed and constructed to be suitable for the Club and should be occupied by the Club before the implementation of site allocation DS3.9. The replacement provision should be made either in the Borough of Rugby or in the City of Coventry or in another District not more than five miles from the boundary of the City". Would refer to NPPF paras. 70 and 74.</p>		<p>No change required. Considered that the existing text relating to alternative provision being required to the satisfaction of Sport England is sufficient.</p>

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1461	Paul Fenell	NA	NA	DS3	<p>The parish council considers that the development of the proposed new village of up to 3000 houses between the A45 and Grandborough should be stopped until the necessary infrastructure is made available. Sewerage facilities. A survey into the effects of water run-off and resulting flash flooding in Leam Valley. Adequate road system. Medical facilities, Educational facilities and Shops.</p>		<p>DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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1467	Clare Siddaway	NA	NA	DS3	<p>Concerns over an increase of traffic and pollution at Dunchurch crossroads. Population projections are too high as they don't take into account reduction of immigration due to Brexit. Warehouse development at the A45 near Thurlaston is inappropriate and will change the nature of the area. There is currently a lack of GPs and schools in the Dunchurch and Bilton area.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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.</p>

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1468	Claire Woodfield	NA	NA	DS3	<p>There has been a lack of information to the relevant parties. RBC and Wolston Parish Council has not made contact with any of the neighbours affected by this proposed allocation of land for development- therefore the 'Duty to cooperate' has not been adhered to. The proposal for Linden Tree Bungalow is a potential conflict of interest as the site owners and promoters are also RBC Planning Officers. Revisions have been made to the Wolston Site Allocation Development Pack to the advantage of Linde Bungalow: Revising distances to local school and village hall to make them appear closer to improve the accessibility of the site- which is inaccurate, questionable that Linden Tree Bungalow can be partially demolished, no details as to whether the other 7 sites promoters were able to amend their sites and the site doesn't meet the need for 100 dwellings for Wolston, therefore the site should remain unsuitable. The document does not state the author, thus rendering the document impartial as it could have been written by the site promoters.</p>	<p>Linden Tree Bungalow site should be removed from the proposed allocation as the site allocation is not properly positively or justified. Question over partiality.</p>	<p>Duty to co-operate relates to certain public organisations and not neighbours to sites. Public consultation has been carried out on the plan, including the proposed allocation at Wolston. 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.</p>

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1472	David B Smith	NA	NA	DS3	Traffic from the South already uses Hillmorton Lane and passes through Clifton to go Rugby Station and out of town shopping complexes along Technology Drive and Leicester Road in preference to negotiating Rugby Town Centre.		Comment noted. 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. These measures appear in the IDP.
1472	David B Smith	NA	NA	DS3	Houlton to Butlers Leap link road: Understand that according the present plan there will be no access to this road for traffic from The Kent wishing to turn left from Hillmorton Langhe towards Butlers Leap. Issue of traffic more acute once Lodge Farm development comes on stream.		STA supports local plan proposals. WCC Highways and Highways England have been fully engaged in development of the Local Plan and infrastructure measures as contained within IDP. None have raised objections to the plan.
1480	D Cusworth	NA	NA	DS3	Housing needs to be in the right area and scaled appropriately, not swamping already struggling villages.		Main Rural Settlement in the Core Strategy and the Rural Sustainability Study details the facilities, services and public transport for the village which affords the MRS status. This level of rural sustainability supports the proposed allocation for the MRS to help the early years of the local plan annual housing delivery to ensure a continuous 5 year land supply. No change recommended.
1483	Derek Lil	NA	NA	DS3	Although quite a good mechanism compared to other plans in DS8 and NE3 to ensure as planning applications come forward Green Infrastructure is appropriately designed to ensure connectivity.		Comments noted. Details to be finalised during any future Planning Application stage.

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1488	D Palmer	NA	NA	DS3	Strategic location for housing should be re-thought and located next to employment areas and with easy access to primary routes such as Ansty Park. This would be much more appropriate location for DS8 and DS10 and provide the Coventry overspill requirement at the same time.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
1489	D Ralph	NA	NA	DS3	Unsound: RBC does not believe all land allocated in Southwest would be built by 2031. RBC believes 860 houses could be built on Ashlawn Fields site. Clearly site could be withdrawn from Local Plan without threatening RBCS plans 12,600 houses built.		Land is being allocated outside of the plan period in order to ensure a sufficient supply of sites. Ashlawn Road site now has Planning Permission given original refusal overturned at appeal.

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1489	D Ralph	NA	NA	DS3	An alternative proposal would be to concentrate on building the Rugby Radio Masts site and if and when additional housing sites were needed producing a coherent plan for the development of the sites west of Dunchurch Road. This alternative has not been evaluated by Rugby Borough Council and hence the proposal to build on Ashlawn Fields is unsound through being unjustified.		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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.
1510	Dr G Shelton-Rayner	NA	NA	DS3	Beautiful and historically important village again under threat from outlandish and ill-considered residential housing development within its vicinity. Significant proportion of housing will be situated around Dunchurch is of extreme concern. Over past decade Rugby's expansion has impacted on village, particularly in terms of traffic volume. Infrastructure already feeling the strain. Only need to observe congestion that occurs during rush hour. How can village infrastructure cope with an increase in the surrounding population,		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further

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					<p>especially of the magnitude proposed? Why is Rugby expected to accommodate a significant proportion of Coventry's projected housing needs? Unacceptable and poor judgement that willing to consider it. If Coventry has such a housing demands why not possible to implement development of its numerous brownfield sites as well as on its outskirts? Reason Rugby and Dunchurch is such a desirable place is that it is a rural idyll - but not for much longer id the SHMA is ratified. Cannot believe RBC considering inclusion of significant logistics park 'Cawston Spinney' adjacent Thurlaston. Dunchurch already suffers with extremely poor air quality due to already over congested road network. Where will the hundreds of road journeys per day that this proposal will pass thorough? Dunchurch! Additional housing inevitable but needs to be realistic with serious consideration as to where it will occur. Why rip up green fields and Rugby's heritage if other sites available. RBC needs to stand up to District Council to protect environment and heritage, its charter states this provision. Hope that willing to put welfare of its current residents first above future provision and develop a more considered and realistic Local Plan.</p>		<p>reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. The delivery of the South West spine road is a necessity infrastructure requirement to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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1521	E Jones	NA	NA	DS3	Infrastructure plan for the provision of housing numbers anticipated is cage with a number of uncostered transport proposals together with a presumption that developers will pay not only for transport needs but schools and health provision no information on the number of schools or GP surgeries required is given.		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.
1522	E Kirkland	NA	NA	DS3	The infrastructure plan for the provision of housing numbers anticipated is, to say the least, vague. There are a number of transport proposals – but there are no cost estimates for these and there appears to be a presumption that developers will pay for not only transport needs but also for schools and health provision. No information on the number of schools or GP surgeries required is given, however. This is an unforgiveable error of massive magnitude. In all, it would appear that Rugby Borough Council is looking to increase the number of dwellings in the plan whilst hoping for a miracle on the infrastructure front.		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.

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1525	E Davies-Pelc	NA	NA	DS3	Massive number of houses proposed would take away green spaces surrounding the village and reduce quality of life... Village would no longer be applicable but rather urban sprawl.		The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations. 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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1525	E Davies-Pelc	NA	NA	DS3	No official consent to the proposed building of housing by Rugby council to meet the housing quota required by Coventry.		The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.
1540	Mrs F Gee	NA	NA	DS3	Connection with past teamed with beautiful countryside is what makes Dunchurch and surrounding areas special, however if current plans are to be believed RBC are prepared to obliterate all of this. Existing highway safety issues, proposals would increase volume of traffic. Existing pollution levels, increase in traffic and risk to health of children. Traffic and HGVs cause house to shake. Where are children of new houses	-	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. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The selection of the allocated sites was informed by the SHLAA which assessed suitability and

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					<p>going to be educated? Where will my daughter get high school education? Don't need more new houses in the area. Construction already underway on hundreds of houses in Rugby. Concentrate on redeveloping the town centre. Surely all of the empty shops could be converted into housing. Please consider impact these houses and infrastructure will have on the future and the future of our children.</p>		<p>deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. 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. The Local Plan has been informed by an STA undertaken by Warwickshire County Council and consultation has taken place with Highways England, which has identified the strategic requirements to support the Plan. DS9 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. The STA June 2017 identifies that there would be a reduction of traffic flows at Dunchurch cross roads and of air pollution as a consequence.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1540	Mrs F Gee	NA	NA	DS3	<p>Connection with past teamed with beautiful countryside is what makes Dunchurch and surrounding areas special, however if current plans are to be believed RBC are prepared to obliterate all of this. Existing highway safety issues, proposals would increase volume of traffic. Existing pollution levels, increase in traffic and risk to health of children. Traffic and HGVs cause house to shake. Where are children of new houses going to be educated? Where will my daughter get high school education? Don't need more new houses in the area. Construction already underway on hundreds of houses in Rugby. Concentrate on redeveloping the town centre. Surely all of the empty shops could be converted into housing. Please consider impact these houses and infrastructure will have on the future and the future of our children.</p>	-	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.</p>

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1550	Geoffrey & Merle Thomas	NA	NA	DS3	I believe draft policy DS8 is flawed. I agree with Daventry Council that greater consideration should be given to accelerating development of Brownfield sites before committing so much countryside to housing. The local plan would be improved by scrapping this policy.		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.
1560	G W Smith and J E Catling	NA	NA	DS3	Once houses built, Greenfields gone forever. Green Belt set up to protect countryside. Outdoor life brings many benefits. Council should protect this land. Villages spoiled by being turned into small towns. Identity and green spaces lost in one huge conurbation and heritage disappearing. Two sites under consideration for housing in Stretton on Dunsmore have both had previous applications refused and nothing. In the meantime Council now feel they can remove Green Belt status. Must be brownfield sites suitable and ask if consideration has been given to empty houses. Is there sufficient employment in the local area to provide jobs for all these additional people?		The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. 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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1560	G W Smith and J E Catling	NA	NA	DS3	<p>Once houses built, Greenfields gone forever. Green Belt set up to protect countryside. Outdoor life brings many benefits. Council should protect this land. Villages spoiled by being turned into small towns. Identity and green spaces lost in one huge conurbation and heritage disappearing. Two sites under consideration for housing in Stretton on Dunsmore have both had previous applications refused and nothing. In the meantime Council now feel they can remove Green Belt status. Must be brownfield sites suitable and ask if consideration has been given to empty houses. Is there sufficient employment in the local area to provide jobs for all these additional people?</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>
1561	G Wade	NA	NA	DS3	<p>Cannot have effective plan when the basis has not been correctly or accurately predicted.</p>	<p>Restart the process to evaluate the true need for expansion in the Rugby area and accurately predict the number and type of homes required and the true infrastructure requirements to support them.</p>	<p>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 selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1571	G R Harvey	NA	NA	DS3	<p>Object to any further development at or around the M6/A426. Main objection is traffic congestion on the A426, the increased traffic to and from Magna Park following the recent approval of further development means that the A426 which is currently grid locked in mornings and evenings will be unable to cope. All M1 north bound traffic funnelled down the A426 following the northbound exit from the M6/A14/M1 junction putting an unprecedented amount of traffic on the A426. Increasingly hard to exit Churchover now been made by Coton House development. As this development is planned to increase by over 100 homes, at conservative estimate of 2 cars per household it will become unbearable. Added to the fact that MOTO services want to build a service station will compound the issue further. Moto themselves have said that they expect an increase on 750 vehicles per hour. Concerns of highways safety. Also that slip road from M6 will be unable to deal with increase traffic.</p>		<p>STA supports local plan proposals. The STA June 2017 updated the September 2016 STA to include a specific Leicester Road (A426) model and has incorporated updated travel to work assumptions, junction counts and queue surveys, to identify the strategic transport infrastructure and relevant mitigation schemes to support the Local Plan growth proposed. WCC Highways and Highways England have been fully engaged in development of the Local Plan and infrastructure measures as contained within IDP. None have raised objections to the plan.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1571	G R Harvey	NA	NA	DS3	<p>Object to any further development at or around the M6/A426. Main objection is traffic congestion on the A426, the increased traffic to and from Magna Park following the recent approval of further development means that the A426 which is currently grid locked in mornings and evenings will be unable to cope. All M1 north bound traffic funnelled down the A426 following the northbound exit from the M6/A14/M1 junction putting an unprecedented amount of traffic on the A426. Increasingly hard to exit Churchover now been made by Coton House development. As this development is planned to increase by over 100 homes, at conservative estimate of 2 cars per household it will become unbearable. Added to the fact that MOTO services want to build a service station will compound the issue further. Moto themselves have said that they expect an increase on 750 vehicles per hour. Concerns of highways safety. Also that slip road from M6 will be unable to deal with increase traffic.</p>		<p>Developments proposed to North of town- Rugby Gateway (already allocated), Coton Park East and Coton House. Potential impacts of proposed development on wider road network has been assessed as part of the STA.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1576	H Creery	NA	NA	DS3	<p>5000 houses in Southwest plus those at Lodge Farm would be built on good agricultural land. Southwest also a well-used leisure area and a home to ancient woodland. Will proposed houses match the needs of the proposed workforce? Why is site at Walsgrave not being considered? Why is Rugby prepared to build houses for Coventry when Coventry is part of the West Midlands Authority and receives the benefits that the WMA affords its members? Proposed new B8 houses are again a gross overestimate of capacity required. Doubtful whether they can be justified as already excess capacity in North of the town and many more warehouses to the East. Also create flood conditions with larger cemented/paved areas. Heavy traffic and pollution during and post construction period. Road system heavily congested at the moment with excessive pollution at the crossroads in Dunchurch. Should these plans get approval the traffic will worsen? Should the Southern Spine Road constructed who would choose to use a road with 6 roundabouts when there is a straight road alternative. GP surgeries are mentioned in the proposed developments - where are the GPs going to appear from when there is a national shortage and 2 surgeries in</p>		<p>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. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. The Local Plan proposes to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. The provision of employment land in Rugby Borough includes addressing a shortfall in meeting sub-regional strategic employment needs, arising from the unmet needs of Coventry City, which has</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Rugby are closed at present due to shortage of locum GPs. Green Infrastructure - there will be no space for any of these if this plan goes forward. Lungs of community will no longer exist. Recreational land essential for health of community. Schools are mentioned - 3 primary and 1 secondary for the SW development of 5000 houses - both primary and secondary schools are over-subscribed at present and pupils being bussed out of Rugby for education. Where will they and the pupils from the mast site go for secondary education?</p>		<p>been addressed through Duty to Cooperate and the Coventry & Warwickshire Employment Land MoU, agreed in 2016. The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>Warwick's local plan. 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>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1576	H Creery	NA	NA	DS3	<p>5000 houses in Southwest plus those at Lodge Farm would be built on good agricultural land. Southwest also a well-used leisure area and a home to ancient woodland. Will proposed houses match the needs of the proposed workforce? Why is site at Walsgrave not being considered? Why is Rugby prepared to build houses for Coventry when Coventry is part of the West Midlands Authority and receives the benefits that the WMA affords its members? Proposed new B8 houses are again a gross overestimate of capacity required. Doubtful whether they can be justified as already excess capacity in North of the town and many more warehouses to the East. Also create flood conditions with larger cemented/paved areas. Heavy traffic and pollution during and post construction period. Road system heavily congested at the moment with excessive pollution at the crossroads in Dunchurch. Should these plans get approval the traffic will worsen? Should the Southern Spine Road constructed who would choose to use a road with 6 roundabouts when there is a straight road alternative. GP surgeries are mentioned in the proposed developments - where are the GPs going to appear from when there is a national shortage and 2 surgeries in</p>		<p>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. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations. 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. The STA June 2017</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Rugby are closed at present due to shortage of locum GPs. Green Infrastructure - there will be no space for any of these if this plan goes forward. Lungs of community will no longer exist. Recreational land essential for health of community. Schools are mentioned - 3 primary and 1 secondary for the SW development of 5000 houses - both primary and secondary schools are over-subscribed at present and pupils being bussed out of Rugby for education. Where will they and the pupils from the mast site go for secondary education?</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1582	H Miles	Newton and Biggin Parish Council	NA	DS3	<p>Outstanding planning permission for 40 houses within the village. Newton and Biggin Parish Council thinks that taking the 2 together (Coton East and outstanding on The Leys) represents the limit of acceptability within the plan period. Coton East D should make an appropriate contribution towards the infrastructure in the village and facilities.</p>		<p>Housing need has been assessed via the SHMA which 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 selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. All relevant service providers have been fully engaged in development of the Local Plan and infrastructure measures identified within IDP. 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1582	H Miles	Newton and Biggin Parish Council	NA	DS3	Outstanding planning permission for 40 houses within the village. Newton and Biggin Parish Council thinks that taking the 2 together (Coton East and outstanding on The Leys) represents the limit of acceptability within the plan period. Coton East D should make an appropriate contribution towards the infrastructure in the village and facilities.		Approved development of 40 homes awaiting Section 106 agreement. 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.
1587	Gillian Key-Vice	NA	NA	DS3	Whilst there is a need for some development greater consideration needs to be given to the impact on the existing villages of additional housing, especially in terms of character, landscape and infrastructure. Most roads are single lane and in many instances widening them isn't possible. S14/022 requires Plot Lane to be widened but this would also require Freeboard Lane to be widened. The village centre suffers from congestion and a shortage of parking spaces and the wider village is used as a rat-run. S14/122 is not suitable as Plot lane would need to be widened, the junction from Freeboard Lane onto Oxford Road would become more congested, Squires Road is narrow with limited parking which would be exacerbated, the site is a	If 100 houses are to be provided, they should be located on sites with more suitable access. S16/018 and part of S129 would be preferable due to better transport links and would not contribute to 'ribbon development'.	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.

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					<p>considerable distance from the village centre and school traffic is an issue. S14/004 has the similar issues to S14/122 plus the argument that it would prevent ribbon development is insufficient as is the flood risk analysis as the area already suffers during heavy rainfall. S14/154, S16002 and S14/157 would all use D routes which already suffer from congestion which new development would exacerbate. The access to each site requires further consideration. The Highways Agency would not accept any access onto the Fosseway and there are already highways safety concerns.</p>		
1588	Angela Boxwell	NA	NA	DS3	<p>Plot Lane is narrow, has existing traffic congestion issues, dangerous accesses and is unsuitable for heavy traffic. The local school is already at capacity.</p>	<p>Proposed new housing development should be removed so the village remains the same size</p>	<p>WCC highways and WCC education have informed the selection of sites and did not raise concerns about Plot Lane or education provision which would prevent the allocation of sites within Stretton on Dunsmore.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1590	Alan Yates	NA	NA	DS3	<p>Coventry still has the SUE at Walsgrave Hill Farm in its emerging local plan which is of concern as RBC supports the Coventry and Warwickshire Memorandum of understanding, which are unjustified and has not been subject to consultation. No exceptional circumstances have been proven to justify the release of greenbelt land. 527 new homes within the green belt and outside of village boundaries. The proposed housing forecasts are not justified and subject to a degree of uncertainty given the long timescales involve could contain at least a 10% margin of error- the proposed dwellings for the green belt are less than 4% of the proposed, well within the 10% margin of error. The 4% should be added to sites outside of the greenbelt and development brought forward within the plan period. Arguments presented in terms of market saturation and infrastructure development do not amount to exceptional circumstances as they could be applied anywhere. No case has been made for individual villages in terms of exceptional circumstances or scale of development- whereas exceptional circumstances should be applied to specific places not a broad-brush approach. The extension of the</p>	<p>Stretton-On-Dunsmore must not be expanded beyond its existing boundaries. For the plan to be made sound, no development should be allowed outside of village boundaries. Directions in the village plan of retaining the character of the village, not widening lanes and using brownfield sites first should be upheld.</p>	<p>The Walsgrave Hill Farm site is no longer proposed by RBC as Lodge Farm represents a site outside the green belt. Green belt sites proposed to be allocated are located around Main Rural Settlements to offer the broadest range of sites in terms of size and location in order to meet RBCs 5 year land supply.</p>

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					<p>Stretton-On-Dunsmore village boundary would leave new defensible boundary such as rivers etc. thus setting a precedent for further development- conflicting with the green belt characteristics of permanence and openness. The Green Belt Study confirmed that the green belt surrounding Stretton performs well against the green belt objectives in the NPPF. There is no evidence to support a claim that main rural settlements must expand to make their infrastructure viable- the reverse is true in Stretton due to additional congestion etc.</p>		
1591	Barbara Lewis	NA	NA	DS3	<p>The Village of Stretton on Dunsmore can in no way support a large development as proposed in the Rugby B.C. Local plan. I trust that you will consider all these before increasing any further. ONE AREA THAT IS IN DESPERATE NEED OF DEVELOPMENT IS THE CORNER OF LONDON ROAD (a45) AND WOLSTON LANE. I understand that a planning application has been presented, and a number of homes could be built on the area. - A 'brown field site'.</p>		<p>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.</p>

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1592	Chris Burton	NA	NA	DS3	<p>Street will have a lot more traffic driving past; my children will be less safe riding their bikes in the street and even just crossing the road. I can't imagine the changes that will be required to the local school, nursery and quaint grocery store – run by locals, for the locals. There are fewer and fewer villages like this one and it's galling that you wish to build more houses and for my situation, destroy a home life that my wife and I continue to work so very hard to provide to our children. They love the local play park, how quiet it is, but you are also planning 25 houses there too! This is not acceptable to local residents and our voices must be heard.</p>		<p>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. 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. 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.</p>

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1593	Elizabeth Slater	NA	NA	DS3	<p>I would like to raise an objection to the local plan in reference to Stretton on Dunsmore. I am a local resident on Plott Lane and find the 2 sites proposed to be unacceptable. Both are green belt sites which have both had planning refused before. In addition Plott Lane suffers from a huge amount of water coming down the street when raining and more housing can only lead to poorer drainage and more water pouring down Plott Lane. The village currently has one doctor's practice which can have large waiting times for appointments and a small primary school. Surely the infrastructure of this village will come up short with the addition of more inhabitants, more traffic. The village life atmosphere we currently enjoy will surely suffer.</p>		<p>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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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1594	Georgina Hawkins	NA	NA	DS3	<p>While I recognise the need for more housing I am concerned, as a resident of Squires Road, about the impact these plans will have mainly on drainage and traffic through the village and down the already over used Plott Lane and Freeboard Lane. To expand, the turning out of Squires Road is already a difficult one and the increased use and traffic passing the entrance will make it more dangerous. There will be increased traffic past the playground where there is often already a speed issue. Plott Lane has frequent near misses (or actual crashes) from traffic and I often feel endangered when walking up it especially when the light is poor. It becomes more and more eroded especially when raining heavily. The water that drains off the fields above Squires Road already causes issues with waterlogged gardens (even in the summer) and flooding on Plott Lane.</p> <p>I am also concerned that both building recommendations impact on the same area of the village. If these plans were to go ahead, I feel it would be important for there to be concrete plans for improvement in drainage, traffic calming measures and improvements to Plott Lane and Freeboard Lane.</p>		<p>DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>

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1595	Linda Bonner	NA	NA	DS3	<p>S14/122: The existing properties have insufficient parking, the proposed site is productive greenbelt farmland, widening Plot Lane (and presumably Freeboard Lane) would undermine their rural character, and potential future residents will have to travel through the already congested village centre- a potential additional 200 vehicles.</p> <p>S14/044: S16/018 appears to be poor quality agricultural land whereas S14/122 has been consistently planted. S16018 is closer to the village centre and local infrastructure. The Highways Agency would not support any new access onto Fosse Way- even though additional traffic would have to exit via this route despite existing traffic congestion.</p>	<p>Development should be focused near the Fosseway/Brookside due to the greater accessibility to local infrastructure. A better exit- preferably including a new roundabout- would be better able to cope with the additional dwellings and would potentially improve safety on the Fosse Way.</p>	<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>
1596	M A Jones	NA	NA	DS3	<p>Both proposals would increase vehicle traffic in the village. The roads are generally quite small in the village, but Plott Lane to the West of both sites is particularly narrow and unsuited to an increase in traffic.</p> <p>DS3.11 would result in a significant increase in traffic along Squires Road. The scout group is located at the cricket pavilion on Plott Lane. The building is quite small, but can just about accommodate my group of 20 cubs. 75 more houses would bring a large influx of children to the village. I do not think the scout</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The delivery of the South West spine road is a necessity infrastructure requirement to support the delivery of the Local Plan. There is</p>

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					<p>group could accommodate this increase. The village primary school already has a waiting list. We moved to the village in April this year, and my daughter has been on the waiting list ever since, as there is no space in her school year. The primary school cannot accommodate any more children. The proposed building will increase the village size and population and erode the endearing character of our village.</p>		<p>nothing before the Council that would suggested that the road will not be delivered. 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. 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.</p>
1597	Wilhelmina Brown	NA	NA	DS3	<p>The proposed development would affect local wildlife and trees so other sites should be considered.</p>		<p>The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Specific details of a proposal and impacts also assessed at planning application stage.</p>

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1598	Marian Yates	NA	NA	DS3	<p>No exceptional circumstances have been demonstrated to justify release of the green belt and the proposal contradicts government policy. Abolishing the former proposal for Walsgrave Hall Farm is supported. Rugby supports the memorandum of understanding on Housing and Employment land with Coventry City Council- there is no evidence justifying this unsustainable growth and the duty to cooperate does not mean accepting unjustified demands. There is no justification specific to the sites in Stretton- it seems like a general levy imposed on Main Rural Settlements within the green belt. Rugby has sufficient development land to meet its needs.</p>		<p>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. Comments noted. No change required.</p>
1599	Maureen Hinton	NA	NA	DS3	<p>The proposal involves green belt sites. The proposed allocation should be reduced but if the land is developed there should be more affordable homes for young families, there should be a good housing mix with neither too many executive or affordable homes</p>		<p>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.</p>

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1600	Michael and Judith Cooper	NA	NA	DS3	<p>Objection to principle of taking some of Coventry's housing allocation when the city has suitable brownfield sites with larger infrastructure available for development. Extent of housing proposed for Rugby compared with other boroughs is unacceptable. DS3.110 and DS3.11 have been subject to previous applications which were refused due to insufficient infrastructure provision. Erosion of green belt is flawed.</p>	<p>The consultation should be deferred until further Highways work has been completed.</p>	<p>The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.</p>

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1601	Rona Freeman	NA	NA	DS3	<p>The number of proposed dwellings is disproportionate to the size of the village, with implications for infrastructure, road safety and the character of the village. The Parish plan has presented an alternative in terms of numbers and sites proposed. There are existing issues with rainwater runoff and drainage, which additional housing would exacerbate.</p>		<p>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. 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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1602	Richard Nicholls	NA	NA	DS3	<p>The Housing Target and Distribution background paper on which the housing forecasts are based were made 3-4 years ago- with some data much older- which does not take into account the effect of Brexit, a longer period for deficient reduction and the economic impacts of these- which could reduce demand for new housing. Development on the green belt for housing is unacceptable as housing development does not constitute exceptional circumstances (which may include large infrastructure etc.). If developers say that their slow pace of building reflects market demand, this proves housing targets are too high and more focus should be placed on completion rates of sites already allocated. The infrastructure delivery plan does not consider broadband provision. The reasons for the refusal of the 2013 application for DS.13 are still applicable- namely that the harm to the greenbelt is not outweighed by other factors, the proposal would have been out of character and not in a sustainable location- and the plan doesn't mention car journeys to and from secondary schools. Widening the roads to accommodate the extra traffic is neither desirable or plausible.</p>		<p>Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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1603	Tom Waterworth	NA	NA	DS3	<p>The additional 70 dwellings would result in approximately 90 additional cars; Plot Lane and Freeboard Lane aren't well placed to accommodate the extra growth as they are single track and the impact of construction traffic must be considered. DS3.11 has significant drainage issues during times of heavy rainfall which the loss of absorptive land will only increase. The existing primary school is over-subscribed with no capacity for additional pupils. Both sites are outside of the village boundary and within the green belt as such other sites such as the brownfield site on the A45 should be considered first. The character of the village will be undermined. The proposals go against the assessment of needs in the Parish plan. Given how many houses the Rugby Urban Area is taking it would be better to direct development there given the greater ability to accommodate housing numbers in comparison to a small village where the impact would be felt disproportionately.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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>
1604	Dave Cardus	NA	NA	DS3	<p>Does not support the Walsgrave Hill site being allocated as the proposed development site is located within the green belt and next to Coombe Park.</p>		<p>Comment noted. Walsgrave not being proposed as an allocation within the Publication Local Plan.</p>

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1605	Diane Ellard	NA	NA	DS3	Site unsuitable for residential development as its prime farmland, liable to flooding and would affect local wildlife.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Any application for the site would need to take account of the flood risk and biodiversity policies contained within the Plan.
1606	G. Moreton	NA	NA	DS3	Does not support the Walsgrave Hill site being allocated as the proposed development site is located within the green belt and next to Coombe Park.		Comment noted. Walsgrave not being proposed as an allocation within the Publication Local Plan.
1610	Margaret and Bernard Timings	NA	NA	DS3	Does not support the Walsgrave Hill site being allocated as the proposed development site is located within the green belt and next to Coombe Park.		Comment noted. Walsgrave not being proposed as an allocation within the Publication Local Plan.
1611	Mr and Mrs Hammonds	NA	NA	DS3	Does not support the Walsgrave Hill site being allocated as the proposed development site is located within the green belt and next to Coombe Park.		Comment noted. Walsgrave not being proposed as an allocation within the Publication Local Plan.
1612	Pat and John Docker	NA	NA	DS3	Does not support the Walsgrave Hill site being allocated as the proposed development site is located within the green belt and next to Coombe Park.		Comment noted. Walsgrave not being proposed as an allocation within the Publication Local Plan.
1613	Penny Louis	NA	NA	DS3	Does not support the Walsgrave Hill site being allocated as the proposed development site is located within the green belt and next to Coombe Park.		Comment noted. Walsgrave Hill Farm site no longer proposed to be allocated for development.

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1614	Rebecca Picarelli	NA	NA	DS3	Does not support the Walsgrave Hill site being allocated as the proposed development site is located within the green belt and next to Coombe Park.		Comment noted. Walsgrave not being proposed as an allocation within the Publication Local Plan.
1615	Chantelle and Peter Richards	NA	NA	DS3	Does not support the Walsgrave Hill site being allocated as the proposed development site is located within the green belt and next to Coombe Park.		Comment noted. Walsgrave not being proposed as an allocation within the Publication Local Plan.
1616	Sue Cardus	NA	NA	DS3	Does not support the Walsgrave Hill site being allocated as the proposed development site is located within the green belt and next to Coombe Park.		Comment noted. Walsgrave not being proposed as an allocation within the Publication Local Plan.
1617	Steven Roberts	NA	NA	DS3	Oppose proposal at Walsgrave Hill Farm as the proposed development site is located within the green belt, would impact upon Binley Woods, would destroy the tranquillity of Coombe Abbey Country Park, would result in urban sprawl from Coventry and lead to housing estates off the A46		Comment noted. Walsgrave not being proposed as an allocation within the Publication Local Plan.

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1618	Claire Woodfield	NA	NA	DS3	<p>There has been a lack of information to the relevant parties. RBC and Wolston Parish Council has not made contact with any of the neighbours affected by this proposed allocation of land for development- therefore the 'Duty to cooperate' has not been adhered to. The proposal for Linden Tree Bungalow is a potential conflict of interest as the site owners and promoters are also RBC Planning Officers. Revisions have been made to the Wolston Site Allocation Development Pack to the advantage of Linde Bungalow: Revising distances to local school and village hall to make them appear closer to improve the accessibility of the site- which is inaccurate, questionable that Linden Tree Bungalow can be partially demolished, no details as to whether the other 7 sites promoters were able to amend their sites and the site doesn't meet the need for 100 dwellings for Wolston, therefore the site should remain unsuitable. The document does not state the author, thus rendering the document impartial as it could have been written by the site promoters.</p>	<p>Linden Tree Bungalow site should be removed from the proposed allocation as the site allocation is not properly positively or justified. Question over partiality.</p>	<p>Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy.</p>
1619	Richard Holt	NA	NA	DS3	<p>Support proposals for S14/064 by altering settlement boundary and allocating for residential development.</p>		<p>Comments noted however no further action considered necessary.</p>

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1629	Ian and Anne Wright	NA	NA	DS3	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding.</p> <p>Re: SW Rugby - 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. How will this be funded and maintained? Object to the size and potential impact of this proposal on the historic village of Dunchurch.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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1656	John Leeming	NA	NA	DS3	Object to both S14/122 and S14/004 sites in Stretton on Dunsmore. Both sites are green belt and lead to ribbon development. Surface water is already a problem on Plot Lane and the addition of 70 homes will cause flooding. Traffic cannot be handled by country lanes and the access road to S14/004 should be through Orchard Way not the playing field entrance. S14/154 and S14/157 are infill and must be considered.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. The reasoning as to why sites were not considered suitable for allocation is set out in the Stretton on Dunsmore Site Allocation Development Pack.
1672	Ken Rowe	NA	NA	DS3	Along with all the thousands of houses to be built in 'Houlton' to the east of Hillmorton, 'now' two potential major developments in Barby Lane, and potentially many hundreds of new builds along Ashlawn Road to the west, one can only imagine how traffic congestion will become even more of a major problem, including at Paddox junction. Also, how many people do you need to bring into the town and local area before our A&E will be re-established		STA supports local plan proposals, 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.

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1673	Kenneth Knott	NA	NA	DS3	RBC has previously protected the separate nature of the village of Dunchurch and the surrounding green belt, yet these plans ride roughshod over these traditional principles. Surely long term development of Rugby Radio Station provides for housing needs. Coventry overspill as reason for this allocation is preposterous. Traffic levels are already a big problem for the village centre at busy times and the proposed developments would generate a vast increase in the number of vehicles passing through the crossroads. Council should try harder to encourage brownfield development.		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. 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 interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.
1695	Phillip James	Sharba Homes Ltd	NA	DS3	Support for policy DS3.6 with an expanded capacity to give greater assistance with achieving housing targets, especially near to Coventry from where a significant overspill is to be accommodated. Support for settlement hierarchy and spatial distribution of housing. Support for MRS allocation development packs assessing suitability and non-suitability of sites in Binley Woods.		Support noted. No further action required.

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1699	Karen Harvey	NA	NA	DS3	Object to any more development around junction of M1 and A426. The increased traffic to/from Magna Park following the recent approval of further development means the A426, which is currently grid locked both in the mornings and in the evenings, will be unable to cope. Increasingly hard to turn right from Churchover onto A426. Expansion of development at Coton House and proposed Moto service area will exacerbate situation.		The STA June 2017 updated the September 2016 STA to include a specific Leicester Road (A426) model and has incorporated updated travel to work assumptions, junction counts and queue surveys, to identify the strategic transport infrastructure and relevant mitigation schemes to support the Local Plan growth proposed. WCC Highways and Highways England have been fully engaged in development of the Local Plan and infrastructure measures as contained within IDP. None have raised objections to the plan.
1710	Jeffrey Stone	NA	NA	DS3	How can people on benefits pay more? Defaults will increase.		N/A
1721	Jill McNamee	NA	NA	DS3	Object to development plans around Dunchurch village. Traffic is already heavy at Dunchurch crossroads and pollution levels are exceeded at peak times. Historic buildings need protection from increased traffic vibration and pollution and the village identity would be changed beyond recognition. The infrastructure is not good enough for the proposals - some houses are needed but the current plans are beyond comprehension.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

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1729	John Jelley	NA	NA	DS3	<p>Since Brexit the country is in a very uncertain position regards the future prosperity yet the plan continues to pursue a policy which is out of date and at odds with what the future might hold. Proposals for Stretton on Dunsmore are unrealistic as well as other parts of the District. Would change the culture and environment of Stretton by building on green belt and have not shown any plans for the infrastructure required to support this. No indication of the types of houses that would be built nor the jobs for these people.</p>		<p>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. Evidence has also assessed employment requirement. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.</p>
1732	John Osborne	NA	NA	DS3	<p>Obvious that landowners want to sell off assets (Ryton training ground) and squash the club (Coventry City FC) by buying cheapest land and sticking a shed on it.</p>	<p>If land is to be sold then must be made to build another training ground to the same value</p>	<p>Implementation of DS3.9 in Ryton on Dunsmore can only occur when adequate replacement of pitch provision is made to the satisfaction of Rugby Borough Council and Sport England in accordance with national policy.</p>

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1754	Kemsley Cole	NA	NA	DS3	<p>The amount of additional traffic the extra housing and employment to the north side of the Railway in particular the Leicester road and no new or expansive (other than hunters lane/Newbold rd./Leicester rd. junction upgrades) roads or widening planned will cause the delays towns like Reading are experiencing through inadequate estimates.</p>	<p>Further open spaces, further road infrastructure.</p>	<p>The STA June 2017 updated the September 2016 STA to include a specific Leicester Road (A426) model and has incorporated updated travel to work assumptions, junction counts and queue surveys, to identify the strategic transport infrastructure and relevant mitigation schemes to support the Local Plan growth proposed. WCC Highways and Highways England have been fully engaged in development of the Local Plan and infrastructure measures as contained within IDP. None have raised objections to the plan.</p>

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1758	John Woodcock	NA	NA	DS3	<p>The proposed development would have a significant and adverse impact on the character and appearance of the landscape in this location, the proposed dwellings would appear as an intrusive extension of the urban area into the surrounding countryside and would diminish the landscape character of this area. They would further appear visually intrusive and prominent within the landscape to the point of being harmful. The proposal would consequently not constitute sustainable development and would be contrary to policy CS16 of the Rugby Core Strategy 2011 policy GP2 of the Rugby Borough Local Plan para 17 of the national planning policy framework.</p> <p>Obviously any development in this area would be contrary to both the local and national policy and would not be sustainable. This area needs to be protected for future generations and classified as green infrastructure bearing in mind the extensive development that will take place in Hillmorton over the next 20 years.</p>		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.

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1759	Yousef Dahmash	NA	NA	DS3	<p>I wish to formally request that the Rainsbrook Valley and the countryside in the vicinity of it, in the area of Hillmorton are protected with Green Infrastructure status in the updated Local Plan. It is clear that any development in this area would already be contrary to both local, and national, policy and would not be sustainable. I believe that further scrutiny of the calculations produced by, and the methodology used by, GL Hearn in their assessment of Rugby's Objectively-Assessed Housing Need, Homes per Annum 2011-2031 (OAN) as part of their Strategic Housing Market Assessment (SHMA) should take place. I believe that elected members of Rugby Borough Council and local residents should be able to assess this document in greater detail. Having studied the Final Report document produced I believe that there are further questions that should be asked in regards to whether the OAN used for the Local Plan – Publication Draft document is accurate. If the calculations produced by GL Hearn are inaccurate and overstate Rugby's Housing needs then our local area may be subject to unnecessary over-development in areas local residents and elected councillors do not wish to see development take place.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.</p>

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					<p>Essentially by overstating Rugby's OAN the borough could be subjected to the unnecessary, and avoidable, over-provision of land for housing I also have concerns regarding the projected rate of build on the Radio Station Rugby site as outlined in the Local Plan – Publication Draft document and believe that it may have been significantly understated. I would wish to understand whether the developers of the Radio Station Rugby site agree with the projected build out on the site as outlined in the Local Plan – Publication Draft document.</p>		

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1866	Gary Stephens	Marrons Planning	Gallagher Estates Limited and David Wilson Homes (East Midlands) (GE/DWH)	DS3	<p>Whilst GE/DWH therefore support the proposed allocation of the land for residential development within DS3, importantly there is no evidence to justify its allocation being “tied to” the delivery of other land allocated to the south west of Rugby. The land does not physically adjoin the land to the south west, nor does it visually relates to it and therefore does not share any characteristics that would require the land to be master planned as one development. No evidential justification for Ashlawn Road to contribute to the delivery of infrastructure in this area, or its delivery to be tied to the delivery of infrastructure elsewhere other than those infrastructure items that are required to accommodate the development itself. Also have a further parcel of land (SHLAA reference S16072) that was assessed in the SHLAA but not taken forward as an allocation due to a covenant. Consider that there is a good prospect that the covenant could be lifted and the site could be developable in the 6-10 years plan period.</p>	<p>GE/DWH would therefore recommend land at Ashlawn Road is individually allocated within Policy DS.3, and be extended to include the land to the west (SHLAA reference S16072).</p>	<p>The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Covenant identified on additional parcel of land to West affecting deliverability and not considered suitable for allocation therefore.</p>

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1867	Joel Jessup	Heaton Planning	Tarmac Ltd	DS3	Overall support the principle of growth in the Borough. Proposed allocation at Coton House (DS3.1) should take account of Shawell Quarry and potential expansion to west of A5 as promoted through the Warwickshire Minerals Local Plan. Consideration should be had to the need to safeguard mineral resources and the potential requirement for a buffer to protect residential amenity from mineral extraction sites. Consideration of these issues should be included in Environmental Impact Assessment for the allocation.	Plan shown in DS9 should be updated to reflect the draft development framework plan in the SPD. No need to show Potsford Dam link on Plan. DS9 policy wording to be amended to say land allocated with facilitate the 'delivery' of the spine road and route will be 'broadly in accordance' with draft or final SPD.	Comment noted. At the application stage consideration should be had to the impact of the nearby quarry on the development site.
1872	Rob Wells	Savills	Neyland Properties	DS3	Strongly support the allocation of 110ha for employment land over the plan period and Coton Park East for B1/B2/B8		Comment noted.

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1875	Michelle Simpson-Gallego	Pegasus Planning	AC Lloyd / Persimmon	DS3	<p><u>Urban edge</u> - concern that another extremely large allocation at SW Rugby will have similar deliverability issues as experienced at Rugby Radio Station, particularly given the number of landowners and infrastructure involved. Council should identify a contingency of additional deliverable sites (not complex large scale allocations) which may be outside urban area given existing constraints on edge of Rugby town. <u>Policy DS3.3</u> - identification of land at Coton Park East for 800 dwellings is welcomed, site is extremely deliverable with existing access points and no other major infrastructure works necessary. Envisaged that 50 dwellings per annum per developer (minimum of 2 developers) will be delivered. <u>Main rural settlements</u> - pleased that land has been identified to meet needs of arising market and affordable households in rural areas. Concern that Green Belt boundaries may not endure beyond the plan period as required by NPPF 83. Changing circumstances in the future may require additional land for development and therefore a review of the plan to enable changing of green belt boundaries which would be insufficiently responsive resulting in further unmet housing need.</p>	<p>Identify contingency of additional deliverable sites which aren't large scale urban allocations. Identify safeguarded land at each of the main rural settlements to future proof the plan against rising dwelling requirements in the future.</p>	<p>The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No alteration is required.</p>

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1876	David Keene	David Lock Associates	Manse Opus LLP and Rolls Royce	DS3	<p>Manse Opus LLP and Rolls Royce own 14.5 ha of land adjacent to Parcel C6, which has been proposed for removal from the Green Belt in the local plan. A site assessment would reveal there is little discernible difference between Parcel C6 and land to the east owned by our clients. It would be prudent to remove this land from the Green Belt to enable the long term expansion of Ansty Park / Rolls Royce Ansty, with the M6 acting as a long term, defensible boundary to the north.</p>	<p>Land on attached location plan should be removed from Green Belt designation on the Proposals Map. For consistency of approach and unless the site can be proven to be not suitable or capable of delivering smaller units, there should be a requirement on the site to do so. The following should be added: "Smaller units in the range of 5,000 – 50,000sq. ft., in B1c, B2 and ancillary B8 employment uses shall be provided as part of the employment development at this location."</p>	<p>The evidence of labour demand contained in the Employment Land Review (2015) identifies the extent of land required in B1, B2 and B8 uses to be provided for during the local plan period. The quantitative supply-demand balance of employment land in the Borough has resulted in two new employment allocations being proposed in the local plan - Coton Park East and South West Rugby. Due to the nature of these two sites (and existing sites currently in supply), it is considered that only SW Rugby offers the opportunity to meet the scale of the B8 demand identified in the labour demand figures set out in the evidence and therefore this site is more suitable allocated for B8 development rather than smaller units providing for a potential mix of B class uses.</p>

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1878	Duncan Chadwick	David Lock Associates	Tarmac Ltd	DS3	<p>DS3 should be amended in line with representation to DS1 and provide for a larger strategic element of growth in main rural settlements such as Ryton on Dunsmore. The delivery of proposed allocation DS3.9 is uncertain and therefore should not be included. A more comprehensive strategic approach would justify allocation of our client's larger site of c.300 dwellings, or at least safeguarded for future development if not allocated. There is no policy included in the local plan dealing with Green Belt and no comprehensive review of Green Belt boundaries - this is a serious omission as the plan's strategic approach to the Green Belt should be identified. The proposed modest revisions to the Green Belt have not been positively prepared to account for present and future need. Release of housing white paper expected to reflect the government's commitment to ensuring the delivery of housing, including increasing the supply of land for housing development. Birmingham Development Plan expected to be adopted in early 2017; as set out in our original rep, the need for housing in the Greater Birmingham HMA has a direct impact on housing need in the C&W HMA. There has been little progress of agreement on</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. The Ryton on Dunsmore site allocations development pack sets out the reasoning as to why the promoted site was not considered suitable for allocation. It is not reasonable for the authority to Plan for unmet need as a result of the Birmingham Development Plan where discussions are still ongoing within the relevant HMA.</p>

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					<p>how this should be distributed among the sub-region. Rugby local plan should therefore build in sufficient flexibility to accommodate additional growth that may be required to address such need and fulfil the duty to cooperate. Considerable local objection to inclusion of Lodge Farm proposed allocation in the local plan; NPPF supports development that “facilitates the use of sustainable modes of transport” and “where the need to travel will be minimised”. The Lodge Farm site fails these tests in respect of meeting Coventry’s needs, being some distance from the city. More housing should be planned for on the edge of Coventry, within main rural settlements and close to employment and transport infrastructure. Local plan should be revised to make provision for allocation of client's site at Ryton on Dunsmore.</p>		

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1898	Charles Robinson	DLP Planning Ltd	Muller Property Group	DS3	Further growth is necessary for main rural settlements to sustain these for benefit of existing communities as well as future growth. Considered that sites DS3.10 and DS3.11 both suffer from significant environmental constraints and do not meet tests to release from Green Belt. Sites DS3.10 and DS3.11 should be removed from the local plan; Stretton on Dunsmore is a highly sustainable location and further development should be proposed. Considered that site promoted in this representation should be allocated.	To address site specific issues relating to proposed allocation of two sites requiring evaluation and that another site is available that will better meet key objectives	The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. The assessment of sites within Stretton on Dunsmore is set out within the Stretton in Dunsmore site allocations pack. The promoted site is not considered suitable for allocation therefore no change required.
1899	Denise Blott	NA	NA	DS3	Propose housing targets should be considered as a Minima as other areas around Coventry are struggling to meet their needs putting greater pressure on Rugby. Draft local plan fails to provide sites that deliver key objectives. There should be greater flexibility in respect of the main rural settlements coming forward. The boundaries of the main rural settlements should be amended to include additional sites. Both sites DS3 suffer from environmental constraints and fail to meet any reasonable test against the principles for releasing land for the Green belt site. DS3 should be removed from the Draft Local Plan		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. 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. 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.
1901	Mathieu Evans	Gladman Developmen	NA	DS3	Does not consider that Council has erred in settlement hierarchy		The selection of sites as informed by the SHLAA, and other relevant evidence, for

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		ts Ltd			<p>proposed. However number of deficiencies with regard to overall approach of site allocations and the allocation of specific sites. Plan continues to be heavily reliant on delivery of strategic urban extensions for vast majority of its housing requirement. There must be a realistic assessment of how long these take to deliver. Confining development to large SUEs has a negative effect on small and medium housebuilders; plan should promote sites of a variety of scales in a variety of locations. Therefore we believe additional sites should be allocated to ensure plan targets are being met. Surprising that Council has decided to allocate Wolvey Campus site in preference to Gladman promoted site on southern boundary of Wolvey as Wolvey Campus is current employment site (and is contrary to local plan Policy ED1) and detached from settlement. It also has potential remediation issues, and is affected by a local wildlife corridor and significant flood risk issues. Site has also not been subject to assessment in Green Belt Review. Evidence to support the site selection is in line with concerns that the SA process has been misinformed and therefore we consider the process for site selection to be unsound.</p>		<p>proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. The Plan continues to focus delivery on the most sustainable location which is the Rugby urban area and the housing trajectory which has been informed by developers is considered to be deliverable. The selection of the Wolvey Campus site would be the redevelopment of a brownfield site within the Green Belt and reducing the landscape impact of the proposal. Any proposals would need to accord the policies contained within the Plan such as flooding and biodiversity.</p>

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1903	Haydn Jones	Richborough Estates	NA	DS3	<p>Support allocation of SW Rugby (DS3.5) and in that respect plan is sound. However we have concerns over the use of a maximum number of dwellings as plan states "up to 5,000 dwellings" which we consider to be unsound. NPPF requires plan to significantly boost supply of housing and be flexible to meet the full objectively assessed need. Para.4.60 acknowledges this requirement however it is not carried in to the policy allocation which caps the dwelling requirement at SW Rugby. 5,000 dwellings should be expressed as a minimum figure. Also relevant is that evidence indicates the objectively assessed need across the HMA is greater than that expressed in the SHMA (2015).</p>	<p>Policy should refer to a minimum of 5,000 dwellings.</p>	<p>It is appropriate for South West Rugby to be up to 5000 dwellings. This figure has informed the various evidence documents which identify the level of infrastructure required to support the local plan growth. A minimum figure on this site would make evidencing the local plan much more complex and uncertain. Furthermore it has the potential to place uncertainty on the alignment of the housing and employment targets. The SHMA has been accepted at the recent Coventry and Warwick Council Local Plan examination and the Plan allocates more than the housing target.</p>
1907	Martin Herbert	Brown & Co	Edward Walpole Brown	DS3	<p>We will in due course produce evidence to demonstrate that the allocations are inappropriate both in terms of what could be expected to be achieved from the major strategic sites and from the rural settlements where we know there have been objections by local residents and there is insufficient evidence that neighbourhoods will consider positively the allocations expected. We also propose to show that the Garden Village proposed at Lodge Farm, Site DS3.15, is inappropriate when looked at in the context of the Plan generally and also how the</p>	<p>Reallocate DS3.15 and review other policies, etc. generally.</p>	<p>Comment noted.</p>

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					strategic residential allocations have been made. We state again the inadequacy of the Plan to reflect the needs of Coventry.		
1907	Martin Herbert	Brown & Co	Edward Walpole Brown	DS3	Little consideration was given here to the needs of Coventry and in order to satisfy the overall housing requirement, which accommodates the figures provided for in the MOU. Lodge Farm site DS3.15, is a proposed allocation in preference to other sites which are more sustainable and consistent with the needs of the MOU and Coventry. All of Walsgrave Hill Farm/Hill fields Farm would be a much more sustainable and appropriate location.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.
1909	Paul Hill	RPS	St Modwen	DS3	The Local Plan, supported by the SA, does not contain a separate housing target (and associated site allocations) to meet the needs of Coventry due to the need being derived from the same housing market area. Any views that the proportion of Rugby's housing requirements relating to Coventry must be located on the edge of Coventry is far too simplistic an approach, it does not recognise the area is a single housing market area, with functional linkages. For example Coventry, North Warks, Rugby and N&B house prices and rents are similar but it is noted that Warwick	Other than the inclusion of the number of dwellings for each site/settlement expected to be delivered within the Plan Period, no other changes are required for this policy.	No change required. The Plan allocates land that it seeks to put into supply to ensure that there is flexibility in achieving a five year land supply and the housing target.

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					<p>and Stratford are significantly higher. Similarly the commuting ratio for RBC is fairly neutral in comparison to other LPAs therefore there is not a one size fits all approach to how authorities meet Coventry's need within their respective plan's. Account needs to be taken of sustainability criteria's such as historic environment and flooding and in particular the Green Belt in establishing its approach to spatial distribution. The SA sufficiently considers the benefits of the proximity of development in relation to Coventry (and Rugby) through the SA of the development strategy options, in particular Option 2 (urban and urban edge focus). Lodge Farm would not result in the development of Green Belt land is well located to Rugby and Daventry. Separate land use appraisal has been undertaken for the site. For clarity the plan should state how many houses will be delivered within the plan period.</p>		

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1909	Paul Hill	RPS	St Modwen	DS3	<p>The title of the section should be re-named from Garden Village to “Lodge farm – Main Rural Settlement”. The identification of a Garden Village in paragraphs 4.34 - 4.36 as a focus of housing development along with the SUEs and MRS is considered appropriate. Lodge Farm is deliverable in its entirety irrespective of the outcome of the Bid process and can still deliver the principles of Garden Villages/Cities. The text should refer to the site being classed as a Main Rural Settlement in the plan period as opposed to being classed as such “later” (Para 4.34). Reference to the settlement being self-sustaining in paragraph 4.36 should be removed. As addressed elsewhere, whilst the concept is understood, the reality is that ‘self-sustaining’ is unlikely to be achieved for any such developments no matter what location or size.</p>	<p>1. The title of this section should be changed as follows: Garden Village Lodge Farm – Main Rural Settlement 2. Para 4.34..The Strategy for distributing housing development across the Borough.....The provision of a new garden village, that will later be classified as a Main Rural Settlement, 3. Para 4.36....levels of infrastructure required to ensure the new settlement is self-sustaining and sustainable.</p>	Comments noted - No action required
1911	Peter Wilkinson	Salisbury Investments Ltd	R Galey	DS3	Specific housing needs of older people should be recognised		No change required. Local Plan policy H6 relates to specialist housing meeting the needs of older people.

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1912	Chontell Buchanan	First City Limited	Archdiocese of Birmingham	DS3	Disappointed Clifton on Dunsmore not allocated for residential development. Disagree with conclusions of Council. Other sites less appropriate. Site at Clifton sustainable and suitable	Allocate land off Station Road, Clifton, for residential development and amend policy wording accordingly.	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Other areas preferred due to location and ability to contribute to 5 year land supply. Approach is based on evidence and considered sound. Not considered justified to make further allocation at Clifton on Dunsmore.
1912	Chontell Buchanan	First City Limited	Archdiocese of Birmingham	DS3	Disagreement with the Local Plan and SHLAA in relation to not allocating land off Station Road, Clifton. The site is 2.5 miles from the town centre, has strong transport links and Clifton has a good range of services, thus is sustainable. Disagreement with the ecological, landscape and sustainability of the site conducted for the SHLAA. Concerns around coalescence could be overcome through creating a buffer. Therefore the Local Plan has failed to select the most suitable sites for development. There is an under-delivery of sites through the first phase of the plan by 1,039 dwellings, which should be made up for in the first 5 years of the second phase of the plan.	Land off Station Road Clifton should be allocated within the Local Plan. Include details of meeting the shortfall within the Borough from under-delivery within the first phase of the Plan as well as meeting Coventry's need.	Comment noted. 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. No further additions to the allocations are required. Therefore no amendments considered necessary.

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1914	Peter Frampton	Framptons	Brandon Estates Ltd	DS3	<p>Supporting information promoting site for development argues that site is not viable for continuation of its current use. The site constitutes 'exceptional circumstances' and as such its release from green belt would be justified as site is believed to be largest brownfield site within the Borough- and the only one considered suitable for residential development- as such would constitute redevelopment of previously developed greenbelt land (approx. 50% of the site is already occupied by built form.) The Local Plan must respond to the cessation of current use as the 'does nothing' option is untenable given the size of the site and if left as is, its dilapidation will continue. The site fits in well to the existing built settlement and to Coventry. The proposal for Lodge Farm is unsustainable, with poor transport links and services compared to the Brandon Stadium site. Brandon provides an alternative- not in terms of total number of dwellings- but can play a part in re-distributing the dwellings allocated for Lodge Farm.</p>		<p>The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. Circumstances of site considered but in assessment process found to be a constraint. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Further allocations not considered to be required.</p>

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1916	Peter Frampton	Framptons	Philip Mawson and Christine Wheeler	DS3	Promotion of two parcels of land (land to the west of Lutterworth Road and land to the East of Lutterworth Road) which the agent claims should be released from the green belt. The local plan is not sound due to the allocation of Lodge Farm representing an unsustainable location. If sites are to meet Coventry's housing allocation, they should have a stronger geographical relationship to Coventry. Further land should be released from the green belt within Brinklow owing to its sustainable location and proximity to Coventry. The sites relate well to the existing settlement and previously identified constraints are considered inapplicable.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.
1916	Philip Mawson and Christine Wheeler	Framptons	Peter Frampton (Framptons)	DS3	Two parcels of land identified in accompanying plans should be released from the green belt. The Local Plan is not sound due to the Lodge Farm allocation, which is an unsustainable, of insufficient size to sustain a range of facilities. In taking Coventry's allocation there should be a strong geographical relationship to Coventry in order to maintain existing socio-economic relationships. Green belt boundaries need to be reviewed to asset Coventry's growth given the city lacks enough space within its own boundaries- this constitutes exceptional circumstances, thus	The Lodge Farm allocation should be replaced	Comment noted. 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. No further additions to the allocations are required. Therefore no amendments considered necessary.

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					<p>more land should be relapsed from the green belt to meet Coventry's needs. Land West of Lutterworth Road- Strong site boundaries- unless previously developed land all allocations would be encroachment into the countryside, but the site is well contained. The site has the potential to have a separate access, and could be delivered early. The part of the site considered in the SHLAA (S16075) was rejected for a loss of small scale pastoral qualities- but this is misconceived as green belt is not a landscape policy. No compelling argument that small fields should be protected on the basis of a transition zone between the edge of built up areas and farmland. Site 2- land West of Heath Lane: Highways analysis is flawed as site could be accessed off Heath Lane- so can be delivered without Highways improvements to green lane. Allocated site S14065B is subject to flooding, high voltage lines impact capacity- which calls into question its capacity.</p>		

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1922	George Percy	Sworders	Diana Hopkins	DS3	<p>Land at School Farm, Churchover (SHLAA REF: S16/1902) and Land West of Church Street, Churchover (SHLAA REF: S16/1903) There is an over-reliance on large sites and an under reliance on small sites. This may lead to under-delivery due to issues regarding the economic viability of larger sites. This risks affecting early delivery. Small sites are considered more deliverable as there is a greater flexibility (a research paper- 'Start to finish: How quickly do large scale housing sites deliver'- by NLP- is provided as evidence for this). Main rural settlement allocations of 527 dwellings are 173 short of the 700 put forward at preferred options stage- increasing the reliance on large sites. The larger sites are only at draft publication stage and have not been tested in public examination or adopted in the plan as such allocating this land should not affect the assessment of other sites. The proposed publication draft will be inconsistent with national policy as it will not be effective in terms of housing delivery.</p>	<p>The number of rural allocations should be increased from 527- only accounting for less than 5% of proposed housing trajectory to at least 10%- including in other locations in main rural settlements and other rural settlements. 700 units should be allocated at the very least.</p>	<p>Comment noted. Churchover is a Rural Settlement and as demonstrated in Rural Sustainability Study not considered sustainable for extension. No change recommended.</p>

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1924	Joel Hancock	Hancock Planning	Mr and Mrs Fetherston-Dilke	DS3	DS3 is unsound as it is not justified, effective or consistent. Only 3.4% of proposed dwellings allocated for rural settlements, which is considered insufficient. The proposal for Lodge Farm is in an unsustainable location and of an insufficient size to constitute a self-contained settlement. Land East of Ryton Police College (S16010) should be allocated as previously identified highways issues (pedestrian safety) could be overcome. The existing training grounds would provide a level of community facilities. Other potential allocations at Lakeview Road (S16/008 and S16/009) would have a greater impact on the openness of the greenbelt.	The proposed housing numbers for rural settlements should be increased.	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. With the exception of Lodge Farm, all rural allocation has required removing land from the GB, requiring exceptional circumstances to be demonstrated. It is considered that no further release of GB is sufficient to be of exceptional circumstance.
1925	Jim Jacobs	Godfrey Payton	Various	DS3	Refer to previous submissions of site at Binley Woods (S14054 / S16003) and site at Stretton on Dunsmore (S129) for consideration in local plan, particularly in context of C&W MOU and unmet need from Coventry.		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. The promoted site was not considered appropriate for development as set out in the Binely Woods Site Allocation Development Pack.
1927	Mike Jones	Brandon Planning and Development Ltd		DS3	Support for the allocation of land for 75 dwellings at Leamington Road, Ryton as the site is sustainable and capable of accommodating growth. It is normal practice to avoid referring to a sites maximum capacity as this has yet to be		Comment noted but no change required. The capacity figures are based on discussions with the site promoters and SHLAA.

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					established.		
1931	Peter Frampton	Framptons	Reuben Bellamy, Cala Homes	DS3	Support for allocation of DS3.1 for 100 new dwellings. Heritage report enclosed owing to the historical significance of the site which sets out the sites context and the response to it.		Comments noted.
1932	Nick Carr	Rosconn Group	Peter Frampton (Framptons)	DS3	Lodge Farm: No evidence that a settlement of this size in a remote location can be sustainable, function as a new settlement or develop a sense of place- an isolated housing estate with a limited range of services and facilities. The housing requirement for Lodge Farm should be re-distributed to existing settlements where residents can benefit from existing services. Whilst Lodge Farm is not within the green belt, green belt considerations should be subservient to wider considerations of sustainability. Land at Fosseway, Stretton-On-Dunsmore is promoted- this has previously been considered- although rejected on highways grounds- although the previously raised concerns are not applicable as this proposal is for 40 dwellings only. The proposed development of 40 houses would haem no adverse impact on landscaping and extending Stretton-On-Dunsmore would constitute a sustainable pattern of development.	Lodge Farm should be deleted and housing allocations re-distributed to other sites, such as land at Fosseway, Stretton-On-Dunsmore	DS10 will become a new main rural settlement contain a local centre, primary school and GP surgery. The level of services will be greater than some of the existing main rural settlements. The Stretton on Dunsmore Site Allocations Development Pack.

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1935	Sophie Horsley	Strutt and Parker	Will Main (Manor Oak Homes)	DS3	Supporting information submitted for land at Lutterworth Road, Brinklow for upto 100-120 dwellings. The location is identified as sustainable, suitable, available and deliverable within 5 years, with infrastructure benefits identified from CIL and New Homes Bonus receipts. Part of the identified land has the potential to serve as an extension to an existing cemetery. Green belt release justified due to sustainability of location relative to other rural settlements. The site has clearly defined boundary's so constitutes a natural extension to the village.		Comment noted. No amendment recommended.
1936	Stephen Mair	Andrew Granger	The Shirley Family	DS3	Land to the South of Rugby Road, Brinklow, should be included. Providing a single development site in the village is inflexible and a second development site should be allocated in case of issues in delivering the other development site.		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. No change recommended.

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1937	Sally Stroman	Smith Jenkins Ltd	NA	DS3	<p>DS3 is unsound as the plan acknowledges over-provision yet the sustainability appraisal has concluded a neutral impact on town centres and townscape- this is illogical and should be amended to assess the true impacts. A robust analysis of the services in all main rural settlements should be undertaken before the level of growth in each settlement is finalised. The development strategy is based on the dispersal of residential development away from Rugby which is unsustainable. The proposal would result in the coalescence with the Rugby Urban Area with the main rural settlement of Dunchurch- to the detriment of the social and physical characteristics of the settlement in terms of Dunchurch's identity as a distinct settlement. During the consideration of the existing core strategy, the Inspector concluded that Dunchurch should remain distinctly separate from the Rugby Urban Area. Growth in each rural settlement should be resolved through Parish plans.</p>	<p>DS3 is fundamentally flawed. Land should be designated between Dunchurch and the Rugby Urban Area as a 'area of separation' or 'strategic gap'- which many other LPAs have.</p>	<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. A Rural Sustainability Study has been undertaken for Borough's rural settlements and discussions have taken place with service providers such as the CCG's, Warwickshire education and national grid in relation to allocations at the main rural settlements. The allocations at the main rural settlements will play a vital role in ensuring that the Council can demonstrate a five year land supply. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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1937	Sally Stroman	Smith Jenkins	Unnamed Dunchurch resident	DS3	Over provision of development in plan period. Concern at the effect this will have on coalescence, particularly in South-West allocation between Rugby Town and Dunchurch. Not sound conclusion about effect on character of townscape and sense of place. Housing requirements based on pre-Brexit forecasts. Other Councils have delayed preparation to give this matter consideration. Being neutral Concerns raised at PO stage not resolved through Publication stage.		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 selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Coalescence has been a consideration in site selection and the requirement for a suitable buffer has been included in the proposed policy. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.
1938	Sinead Turnbull	DLP Planning	Sinead Turnbull	DS3	Document promoting land at Manor Farm, Burton Hastings comprising several farm buildings within the green belt. The agent requests that the land be included with the Burton Hastings settlement boundary. The site forms part of a wider commercial establishment and constitutes previously developed land.		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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1939	Patrick Reid	DLP Planning	Sinead Turnball	DS3	Email from agent promoting land along Coventry Road, Dunchurch for inclusion in the Urban Proposals map. The site currently hosts two dwellings but has the development potential for five.		Site within the SHLAA addendum and Planning Application received on site
1940	Michael Burrows	Savills	Legal and General	DS3	Supports allocation of site although opposes restriction to 85 units. As previously developed site, the principle of redeveloping the site is supported by the NPPF, irrespective of the Local Plan. The site is not a strategically significant employment site. Confident the site can be delivered within 5 years. Supporting information from property agent assessing market demand for such units. There is an identified housing need in rural locations. The site is already served by utilities; pedestrian/vehicular access- Warwickshire County Council Highways identifies a potential betterment to the public highway from residential redevelopment. The Landscape Sensitivity Study identifies the site as of medium landscape sensitivity. Client has commissioned a Combined Green Belt Review and Landscape & Visual Appraisal which identifies the site as a 'lower functioning element of greenbelt', with strong defensible boundaries. Only large site capable of delivering large quantum of housing without developing	The site capacity should be upgraded from 85 to 90	No change required. The Wolvey Campus has been informed by site constraints and discussions with the site promoter. The evidence to support the change to 90 dwellings has discrepancies with the Council's evidence.

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					<p>agricultural or greenfield land. Site capacity under-estimated due to lack of technical information available for SHLAA process; site is capable of accommodating 90 dwellings without compromising the greenbelt or landscape qualities of the area. (Layout plan showing 90 dwellings submitted).</p>		
1940	Michael Burrows	Savills	Legal and General	DS3	<p>Site DS3.14 should be removed from the green belt. Paragraph 4.31 states that the settlement boundaries of the 7 Main Rural Settlements will be altered to accommodate housing allocations but does not state that the land will be removed from the green belt. Wolvey Village is not within the green belt. Landowner has commissioned a Combined Green Belt Review and Landscape & and Visual Appraisal for the site which found that the site does not contribute to the green belt due to existing development around the site. The focus for the redevelopment of the site should be urban design and housing mix, but if it remains within greenbelt the impact on the green belt risks becoming the primary assessment. Furthermore, the capacity of the site could be constrained, potentially leading to the need to release further greenbelt land, rather than a previously developed site. There are strong defensible boundaries, which</p>	<p>Site Reference DS3.14 should be removed from the green belt and possibly included in the Wolvey settlement boundary.</p>	<p>Site is detached from main settlement and it is considered that in the interests of the Green Belt this designation should not be removed so that development is not maximised with increased impact.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
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					would prevent risk of coalescence.		
1941	Toby Haselwood	Sworders	Jenny Cooper	DS3	Land between Priory Road and Rugby Road, Wolston, SHLAA Ref: S14/029 and S16108 previously submitted as part of the call to sites but an issue with the access was identified- a technical note was later submitted which identified that a suitable access could be achieved. An 85% reduction in the number of houses allocated to Wolston (15, compared to 100 at the proffered options stage) is prejudicial to early delivery. A large number of smaller sites are more deliverable than a fewer number of large sites. The main rural settlement allocation of 527 is 173 short of the numbers proposed at the preferred options stage.	To ensure the Local Plan is sound the number of rural allocations should be increased from 527- currently accounting for less than 5% of the proposed housing trajectory to at least 10% or 700 houses.	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. No change recommended.
1942	Toby Haselwood	Sworders	Mr Alistair Mcleod	DS3	Land to the rear of 32 School Lane, Stretton on Dunsmore (SHLAA Ref: S16/055) submitted during the 2015/16 call for sites process. DS10 and DS13 allocate put 75 dwellings for Stretton-on-Dunsmore. There is a strong reliance on large scale sites and a 25% reduction in the number of dwellings allocated in comparison to the preferred options stage- 75, down from 100- is prejudicial to early delivery. A research paper- Start to finish: How quickly do large-scale housing sites deliver? As it is claimed there is an over-reliance on large-scale housing sites.	To ensure the Local Plan is sound the number of rural allocations should be increased from 527- currently accounting for less than 5% of the proposed housing trajectory to at least 10% or 700 houses.	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. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1943	Toby Haselwood	Sworders	Charles Burwell	DS3	<p>Lions Field, Bilton Grange School, (SHLAA: S14/028) was submitted a part of the call to sites process in 2014 and February 2016 although was not allocated. There is an under supply of small sites, which is prejudicial to early delivery and risks creating a shortfall. The identified site is available, suitable and deliverable. The representation sites evidence from a research paper: Start to finish: How quickly do large-scale housing sites deliver? By NLP. There is an over-reliance on large sites which are less likely to be deliverable than a greater number of smaller sites. Only 7 main rural settlements allocated additional dwellings. Allocating 100 or even 150 dwellings to all 9 rural settlements would allow for between 900-1350, nearly double the 527 allocated dwellings. Housing delivery study states that it is important for there to be variety in the portfolio of land available as it increases the flexibility in supply, attracts smaller housebuilders compared to large strategic sites, ensure variety in timescales and provides consumer choice. Strategic sites have not been subject to the examination process as such the preference of RBC to allocate these sites should not affect the assessment of other potential sites.</p>	<p>Rural allocations should be increased from 527 amongst 7 main rural settlements- accounting for less than 5% of housing trajectory to at least 10% or at least 700 units.</p>	<p>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. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1944	Tristan Peck	Bletsoes		DS3	The settlement boundaries are unjustified. The site identified on attached plan is already developed land and should be included within the settlement boundary.	Site should be included within the Princethorpe settlement boundary	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. No change recommended.
1948	Andy Dunning	NA	NA	DS3	<p>The national policies outline a need for there to be no significant adverse effects to air quality, traffic or health. AQMA within Rugby Town and in 2014 two monitoring locations exceeded the annual mean NO2 objective; these were at the Dun Cow, Dunchurch, and the Webb Ellis Pub, Corporation Street.' An extra 12,000 homes all of which will have a significant impact on the number of cars using Dunchurch and its main roads particularly the dreaded Rugby Road will increase this issue further leading to clearly unacceptable levels of pollution for anyone living in this area.</p> <p>Countryside to the southwest of Rugby also out towards Leamington Hastings will increase the above issue as well as destroy the quality of life in this area. Plan will destroys the identity of a historical and beautiful village of Dunchurch. The plan does not go far enough in the north of Rugby near the motorway links which make sense for more houses to be near rather than sending vast numbers of traffic through the town</p>		Policy has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF para 30 and 124 as mitigation proposes significant improvement on traffic congestion and air quality as demonstrated in the STA. The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					to access it. Clearly the centre of the town also has further opportunity not realised in this plan which takes the easy but not the right choice.		
1968	Anne Langley	NA	NA	DS3	DS3 (p. 22) Some development sites are likely to lead to increased flooding and all will create unacceptable pressure on local infrastructure: transport, health services and education	Concentrate development within Rugby town, and on the outskirts, where the infrastructure is already more robust and capable of enhancement at a lower cost. Compel developers to contribute more to the cost of such enhancements as a condition of obtaining planning consent	The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1992	M J Parker	NA	NA	DS3	<p>Proposed housing numbers are too high. Housing allocated at Cawston South and the former Rugby Radio Station Mast Site is sufficient. Lodge Farm is unsustainable and can't understand why it was swapped from the Walsgrave Hill Farm site. Brownfield site at Church Lawford airfield should be developed. Should be a green belt swop between Church Lawford airfield and area around Cawston lane and A45. Planning Inspector should be made aware of large brownfield site at Church Lawford.</p>	Develop Church Lawford airfield	<p>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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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. Local Plan has been subject to a sustainability assessment.</p>
1995	Mark Ferguson	NA	NA	DS3	<p>Concern in relation to the number of houses proposed and the potential impact on congestion, which as existing is severe. Don't even have hospital with A & E department.</p>		<p>Plan has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF. Mitigation proposes significant improvement on traffic congestion and air quality as demonstrated in the STA. (Therefore amendments not considered necessary or suitable). WCC Highways and Highways England have been fully engaged in development of the Local Plan and infrastructure measures as contained within IDP. None have raised objections to the plan.</p>

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2014	Michael Prag	NA	NA	DS3	The local plan conflicts with paragraph 112 of the National Planning Policy Framework as it needlessly takes agricultural land. Inadequate infrastructure for recent developments.		It is acknowledged there will be a 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.
2015	Mick Lavin	NA	NA	DS3	Insufficient detail provided on alternatives sites to Brinklow; insufficient weight of evidence to justify greenbelt release; Brinklow Parish Council oppose the plan and their neighbourhood plan proposes only 'infill' development; amenities, infrastructure and services evidence is flawed; pedestrian access to the proposed amenities and services is unsafe; proposals detract from Brinklow rural character;		The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. SHLAA has been conducted in accordance with an agreed methodology and is considered sound. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.

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2202	Thomas Larkin	NA	NA	DS3	<p>Concerns raised in relation to the ownership of the site (the site is in the ownership of two Rugby Borough Council Development Control Planners). The site was deemed unsuitable in 2014 (reference S14/064). The Wolston Development Plan does not state its authors- if the sites owners were involved with the development of the document then this should be considered not legally compliant. Site S16/067 was originally allocated however 13 days later a revised Wolston Development Plan (Dated 9th June) with Site S14/064 included as suitable and S16/067 as not suitable. S14/064 is only suitable for 15 dwellings which do not match Wolstons identified housing allocation for 100 dwellings. This does not justify the volume of infrastructure required to make the site accessible. Access can only be achieved by the demolition of the existing property which would alter the character of the area and add another junction onto the existing busy main road. The development of the site would affect local biodiversity. There is no footpath into the village from the site and is over 10 minutes' walk from local amenities. The proposed site allocation is not impartial. No evidence of accountability during</p>	<p>S16/067 should be subject to independent review as it is a more suitable site for development</p>	<p>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. Issue of minerals extraction area affecting deliverability within suitable timeframe identified in relation to R16/067 hence not considered suitable for inclusion.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>assessments. Proposing a smaller site influenced the Parish Council to not select a larger site (S16/067). S16/067 is more suitable and no evidence has been provided as to why it is now considered unsuitable. S16/067 was not subject to further independent assessments, unlike S14/064. Concern in relation to the site owners correspondence with LUC. Adjacent properties to the proposed site have not been informed. S16/067 is more suitable as it has the potential to accommodate 80 dwellings, is more flexible, the larger site would justify the access cost and should be considered deliverable within 5 years as there are no known constraints.</p>		
2022	T Larkin	NA	NA	DS3	<p>Site S16/067 was originally allocated however 13 days later a revised Wolston Development Plan (Dated 9th June) with Site S14/064 included as suitable and S16/067 as not suitable. S14/064 is only suitable for 15 dwellings which do not match Wolstons identified housing allocation for 100 dwellings. This does not justify the volume of infrastructure required to make the site accessible. Access can only be achieved by the demolition of the existing property which would alter the character of the area and add another junction onto the existing</p>	<p>S16/067 should be subject to independent review as it is a more suitable site for development</p>	<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>busy main road. The development of the site would affect local biodiversity. There is no footpath into the village from the site and is over 10 minutes' walk from local amenities. The proposed site allocation is not impartial. No evidence of accountability during assessments. Proposing a smaller site influenced the Parish Council to not select a larger site (S16/067). S16/067 is more suitable and no evidence has been provided as to why it is now considered unsuitable. S16/067 was not subject to further independent assessments, unlike S14/064. Concern in relation to the site owners correspondence with LUC. Adjacent properties to the proposed site have not been informed. S16/067 is more suitable as it has the potential to accommodate 80 dwellings, is more flexible, the larger site would justify the access cost and should be considered deliverable within 5 years as there are no known constraints.</p>		

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2046	P Bates	NA	NA	DS3	<p>The land is green belt, development will cause further congestion, unnecessary to assist Coventry's housing allocation as Coventry has built student accommodation in its city centre, Ansty has no local schools and a poor bus service; land outside of the green belt should be developed instead,</p>		<p>Comments noted, however site S16/045 not proposed for allocation. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan.</p>

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2060	Paul Scopes	NA	NA	DS3	DS8 will have a detrimental impact on the character of Dunchurch; concerns expressed in relation to further development exacerbating existing congestion issues especially as there are no plans for traffic heading towards Southam; proposed secondary school will also exacerbate traffic; derelict land off the Leicester Road, former Rugby Radio Station mast site and around the M6 should be developed first; town already well developed on Western side;		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
2064	Peter Wilkinson	Landmark Planning Ltd	Mr and Mrs Jones	DS3	The proposed allocation at Coventry Road, Wolvey, is supported.	It is suggested that the allocation is amended to "approx. 15 units" as "unto 15 units" underestimates the sites potential	Comment noted. No further action recommended.
2064	Peter Wilkinson	NA	NA	DS3	Insufficient infrastructure to cope with proposed levels of development	Scrap entire Plan	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.

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2065	Phillipa Belcher	Woodlands Residents Association	NA	DS3	Proposed developments will be detrimental to air quality, infrastructure and the countryside; housing levels proposed unnecessary; shortage of healthcare facilities as existing; additional 10,800 cars if the average level of car ownership is 2 vehicles;		The SHMA, which includes overall housing need, 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. 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

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2075	Pauline Woodcock	NA	NA	DS3	<p>Support GP2 as the part of the urban proposals map that runs from Ecton Leys to the Old Royal Oak as this establishes a clear southern edge to Hillmorton and South Eastern Rugby and gives clear protection to Rainsbrook Valley; object to DS3 as it over-allocates land for development (table enclosed by respondent) and doesn't allocate land for health or education provision; DS3 relies on a forecast which is "commercially confidential" and therefore cannot be tested; housing demand expected to decline after Brexit; Warwickshire County Council believe that with mitigation an extra 12,000-13,000 homes can be built without affecting congestion however their model has showed an extra 22,000 homes would result in the town centre grinding to a halt in the evenings; Local Plan does not include any mitigation works for the Hillmorton Road/Ashlawn Road junction nor the Barby Lane/Hillmorton Road junction; DS3 is unjustified as the alternative of a faster built-out at the former Rugby Radio Station mast site has not been tested;</p>		<p>The SHMA, which includes overall housing need, 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 selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. SHLAA has been conducted in accordance with an agreed methodology and is considered sound. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2081	Robert Ashford	NA	NA	DS3	<p>No justification provided for taking 'overspill' from Coventry; no local approval for such behaviour; Coventry's native population is declining with population growth driven by EU immigration which will cease when the UK leaves the EU yet the plan includes immigration derived growth over 25 years without taking Brexit into account; implementation of plan affected by developers not building infrastructure as has happened at Cawston- no mechanism for ensuring developers install infrastructure in time resulting in degradation of existing roads and detrimental impacts on quality of life for local residents; disappointed at Council Tax money being wasted on poor quality work especially from consultants; Rugby Borough Council should profit from land it owns but only if done properly;</p>		<p>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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2085	R F Gunstone	NA	NA	DS3	Increased flood risk due to houses being built to the East of Lutterworth Road and South of Smite Brook; existing flood risk West of Lutterworth Road exacerbated;	Housing should not be concentrated on large sites but spread throughout the Borough;	The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. SHLAA has been conducted in accordance with an agreed methodology and is considered sound. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.
2089	Roy Sandison	Rugby Green Party	NA	DS3	Population growth estimates flawed; does not take into account 6,000 houses being built at the Mast site; insufficient infrastructure proposed;	Local Plan needs complete revision; expertise in housing needed by organisations that reflect need- not profit; deduct 6,000 houses already being built at mast site;	The SHMA, which includes overall housing need, 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. 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

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2095	Lesley and Ed Browne	NA	NA	DS3	<p>The M6 provides a natural barrier to the urban edge of Rugby so no further development should be allowed North of it. Provides much needed green belt. Land has strong landscape and wildlife value. Also heritage land with ridge and furrow and smaller scale fields. The A426 is heavily congested, which future development will exacerbate.</p>		<p>The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. G allocations ensure a continuous flexible supply of housing to meet the housing target. WCC Highways, Highways England, WCC Archaeology and Historic England have been fully engaged in development of the Local Plan and infrastructure measures as contained within IDP. None have raised objections to the plan.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2101	Melanie Cannell	NA	NA	DS3	<p>I strongly object to the proposed Local due to the inevitable huge increase in traffic this will create and the devastating consequences of this for local people. Traffic through Dunchurch is already horrendous every morning and evening with queues to the cross roads on the Dunchurch/ Rugby Road. The proposed increase in housing locally would make it absolute grid-lock. Volume of traffic is already seriously affecting air quality and causing serious illness and death - what studies have been done to measure the air quality in Dunchurch? The increase in traffic will also prevent people walking and cycling. The proposed relief road is completely inadequate to combat the increase in traffic and will not prevent thousands of drivers, including massive HGVs coming from the direction of Banbury/Southam/Daventry or the proposed Lodge Farm development from taking the route through Dunchurch. I have other concerns relating to the Local Plan, including school provision and inadequate G.P. services for the increase in people.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2107	Toby Haselwood	Sworders	Jenny Cooper	DS3	Land between Priory Road and Rugby Road, Wolston, SHLAA Ref: S14/029 and S16108 previously submitted as part of the call to sites but an issue with the access was identified- a technical note was later submitted which identified that a suitable access could be achieved. An 85% reduction in the number of houses allocated to Wolston (15, compared to 100 at the proffered options stage) is prejudicial to early delivery. A large number of smaller sites are more deliverable than a fewer number of large sites. The main rural settlement allocation of 527 is 173 short of the numbers proposed at the preferred options stage.	To ensure the Local Plan is sound the number of rural allocations should be increased from 527- currently accounting for less than 5% of the proposed housing trajectory to at least 10% or 700 houses.	The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. Sites not considered suitable for allocation in SHLAA assessment. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Specific details of a proposal and impacts also assessed at planning application stage. Further allocations not considered justified.
2113	Ian Long	DLP Planning	NA	DS3	*Support HBF's objections to the new local plan in particular to OAHN*.Promote site on edge of Harborough Magna settlement boundary (within the green belt) for redevelopment as a residential site. Site previously submitted and assessed in 2016 SHLAA.		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 selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Not considered justified to make further allocation

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2115	Guy Longley	Pegasus Group	Robert Cole (Boverton Estates Ltd)	DS3	<p>1. Seeking to direct development towards Rugby is supported although the council failed to consider all sites adjoining Rugby and as such releasing green belt land for development is not justified.</p> <p>2. Land at Brownsover Lane has the potential to accommodate 36 dwellings, is outside of the greenbelt, represents a small parcel of land within a potential SUE and a Planning Inspectors Decision from Ashfield in Nottinghamshire from March 2014 identifies that such locations should be considered ahead of greenbelt release.</p> <p>3. The site was submitted as part of the call to sites process but was rejected due to its potential impact on a heritage asset.</p>	DS3 should be amended to include the land south of Brownsover Lane for upto 36 dwellings.	The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. Land at Brownsover Lane considered but ultimately not considered suitable for inclusion. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. No further allocations considered necessary.
2116	Guy Longley	NA	NA	DS3	<p>1. Seeking to direct development towards Rugby is supported although the council failed to consider all sites adjoining Rugby and as such releasing green belt land for development is not justified.</p> <p>2. Land at Brownsover Lane has the potential to accommodate 36 dwellings, is outside of the greenbelt, represents a small parcel of land within a potential SUE and a Planning Inspectors Decision from Ashfield in Nottinghamshire from March 2014 identifies that such locations should be considered ahead of greenbelt release.</p>		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. 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.

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					3. The site was submitted as part of the call to sites process but was rejected due to its potential impact on a heritage asset.		
2117	Isla Longmuir	How Planning LLP (On behalf of Taylor Wimpey)	Andrew Thorley	DS3	Supporting document submitted promoting land to the East of Barby Lane (which is currently subject to a planning application for upto 113 dwellings). Document outlines the sites suitability and the need to develop sites along the Rugby urban edge. The site would contribute to the Councils 5 year land supply. Delivery of sites along the urban edge will contribute to meeting the annual targets for the plan period 2017-2022, which have been above historical delivery rates. The site is suitable, deliverable and sustainable.		The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Further allocations not considered to be required.

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2118	Guy Longley	Pegasus Group	Mr Chris Merriman (Merriman Property)	DS3	<p>The Council has failed to properly consider all sites adjoining Rugby as such the release of greenbelt land is not justified. Representations previously made for the site at the preferred options and call for sites processes, but the site was rejected because- whilst deemed 'suitable and available'- sites to the South East of Rugby are the least desirable because firstly highways mitigation is required for developments to the South West of Rugby. The highways assessment was in relation to the wider potential for upto 3,000 dwellings thus did not assess small scale developments. (A highways supporting document has been submitted). Strategic sites need to be balanced with the allocation of smaller sites. This site could be delivered early on in the plan period.</p>	<p>DS3 should be amended to include land to the East of Kilsby Lane for upto 150 dwellings</p>	<p>The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. WCC Highways and Highways England have been fully engaged in development of the Local Plan and infrastructure measures as contained within IDP. None have raised objections to the plan. Specific details of a proposal and impacts also assessed at planning application stage. Further allocations not considered justified.</p>

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2120	Michelle Simpson-Gallego	Pegasus Group	Peter Drakesford	DS3	<p>Concern in respect of the delivery of the South West allocation owing to its size, infrastructure requirements and multiple land ownerships. RBC needs a contingency of deliverable sites away from the Rugby Urban edge. Insufficient land has been removed from the green belt to endure beyond the plan period in relation to NPPF Paragraph 83 (that boundaries are capable of enduring beyond the plan period). Additional land should be identified in each Main Rural Settlements to futureproof the Local Plan.</p> <p>Disappointed that land at Lake View Farm, Leamington Road, Ryton-on-Dunsmore, despite having previously been identified as suitable. Logical to bring forward land at Leamington Road with land at Lake View Farm to create a more comprehensive scheme with 24 additional dwellings, services and infrastructure. Illustrative masterplan submitted.</p>		<p>No change required. There is sufficient flexibility in the supply of sites therefore no further allocations is required. As proposed the access to Lake View Farm will require land not within the same ownership and no formal agreement has been agreed.</p>
2125	Trevor Farthing	NA	NA	DS3	<p>Not all villagers oppose new development in Stretton-on-Dunsmore; respondent welcomes new housing for young people; majority of people are the last people to arrive in the village, the village must have new life to keep it alive</p>		<p>Support for proposed allocations at Stretton on Dunsmore noted.</p>

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2150	Michelle Simpson-Gallego	Pegasus Group	Lioncourt Homes	DS3	<p>Rugby gateway and Rugby Radio Station are previous allocations whilst Coton Park East and Coton House are small allocations. Concern that another large site has been allocated despite issues in delivering the Radio Mast site- circa 10 years since allocation without any completions. Given land ownership issues and infrastructure requirements in the South West, this may be repeated so RBC should look to contingency sites. Pleasing some green belt release is planned, but insufficiently responsive to meet rising needs, risking creating unmet need. NPPF Paragraph 83- green belt boundaries must endure beyond the plan period- might not be met, so review of the plan before 2031 may be required. The Allocation of Sherwood Farm for development is supported. However, the site is capable of accommodating 75 dwellings- rather than the 62 allocated within the Local Plan, given concerns in relation to land supply, the allocation should be increased. The principle of increasing the number of dwellings and including unto 10% bungalows is supported by the Parish Plan (illustrative site plan included).</p>	<p>Additional land should be identified in each main rural settlement. 75 dwellings should be allocated for the Sherwood Farm, rather than 62.</p>	<p>No change required. The Sherwood Farm allocation has been informed by site constraints and discussions with the site promoter.</p>

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2168	Richard Veys	NA	NA	DS3	<p>SW Rugby not required. Already enough planned housing in and around Rugby. More pressing is affordable housing near Ansty Park/ Walsgrave Hospital. Concern about traffic and air pollution at Dunchurch (most polluted junction in Warwickshire) any development will put pressure on Cawston Spinney, no assessment of the impact of the development around Cawston Spinney, no mention of water flow, pollution from construction, increase footfall due to the additional numbers of people. DS10 is not sustainable, goes against RBC objective should not development agriculture land, provision of 2 bus stops is not sustainable transport, inclusion of broadband is somehow a way of removing social exclusion on its own is ridiculous A45 high cash route, more development will make it worse will devalue surrounding villages, too far from Rugby town to impact homelessness. Concreting over of the area will increase flooding on the Leam.</p>	<p>The plan needs further local consultation and review. Removal of the proposal for additional houses in South West Rugby and Lodge farm - both should be scrapped as plans.</p>	<p>The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations. DS8 contains specific requirements regarding a buffer around Cawston Wood. Additional modification LP54.35 and LP54.43 require a woodland management plan to be contained within the SW Rugby SPD and to support planning applications. Both DS8 and DS10 are supported by policies which contain specific mitigation against impacts informed by relevant service providers. 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.</p>
2169	Rose Wattam	NA	NA	DS3	<p>Conflicts with para 112 NPPF as it needlessly takes agricultural land. It also conflicts with paras 93-104 as a threat to flooding. DS10 Conflicts with paragraph 112 for the same reason and it also conflicts with paragraphs 30,34,37,95 because it would cause excessive car journeys</p>	<p>DS8 and DS10 scrapped, not been thought through properly. I think the calculation for the quantity of houses is over estimated.</p>	<p>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, therefore consistent with the NPPF.</p>

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2174	Ryan Farthing	NA	NA	DS3	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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					<p>will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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</p>

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							has incorporated updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
2176	Stephen Allen-Short	NA	NA	DS3	Highway network already bad will get worse with proposed development. Serious issues air quality, in particular Dun Cow. This does conform to national policy. Economic forecasts changed since Brexit makes it difficult to believe development needed. Need to evaluate effects of developments already underway. No respect or consideration has been shown for the protection of Dunchurch.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

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2178	Stuart Boulton	NA	NA	DS3	<p>Questions if better sites could have been selected if developers were involved at outset. Only justified because reacting to national. Not an accessible document. Rather than clogging the already busy road networks build houses closer to (or in) Coventry, utilize junction 2 on the M6 as the car commuter route. Local jobs, in the North East of the Town, close to the N/S and E/W motorway network, concentrate housing development where the jobs are - more sustainable. More traffic and air pollution from warehousing. Public transport needs to go where people want to go. . Cycle routes need physically separating from cars. 5000 homes at Dunchurch cannot be seen as conserving and enhancing natural environment will only add further pollution. Any development need infrastructure in place before housing.</p>		<p>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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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2184	Stewart Gedrim	NA	NA	DS3	<p>52% of the planned housing on 1% of the borough councils land is to be completely unsound. Surrounding roads will not cope with increased traffic, in particular town centre. Contrary to NPPF para 30. There will be a significant increase in pollution contrary to NPPF paragraph's 120 and 124. Loss of agricultural land NPPF para 112, noise pollution contrary to NPPF para 123. Needs to be significantly less housing numbers. These were considered pre Brexit. Given reduction in migration numbers should go down.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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2188	Sarah Green	NA	NA	DS3	<p>Housing needs vastly overinflated, insufficient consideration given to Government Policy or impact of Brexit. The scale of the development disproportionately detrimental effect on the surrounding areas. The provision for infrastructure is inadequate and timescale for building such infrastructure unsatisfactory. Rugby Borough Council has already pursued an aggressive course of development taking more houses than all others in Warwickshire. A development of this scale is not needed or justified. No explanation as to why taking 2,800 from Coventry. A more balanced view of the likely future growth is required with particular reference to Employment Land (Cambridge Econometrics were high WS Atkins substantially lower) provide substantially lower projections relied upon and to environmental impact of building such warehouses on Cawston Spinney site. Provision of a 'green buffer' to protect Dunchurch as a historic village is totally inadequate. Nor are there any guarantees that this buffer will be respected or retained. No clear or concrete plans on provision of infrastructure. Road network cannot support provision of primary schools, no information as to how this was calculated.</p>		<p>Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The housing target is not a minimum because it is based on need. . The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No alteration is required. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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2189	Shirley Hall	NA	NA	DS3	<p>Plan prepared by G L Hearne not independent. Ignore pollution levels at crossroads. These already exceed EU requirements. Traffic from developments will go through Dunchurch crossroads. WCC using out of date model. WCC owns much of the land - potential conflict with being the Highway Authority. No thought of infrastructure needs to cope with huge influx. Should extend Coton Meadows instead where warehousing already exists instead of rural area.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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2193	Socky Angel	NA	NA	DS3	<p>Extra traffic it will cause i.e. day to day traffic which already includes high volume of HGV vehicles passing through narrow streets in Dunchurch Square Slow traffic from town centre Gyatory into Dunchurch</p> <p>Impact on local community and its loss of historical features</p> <p>Increase of air pollution – and spoiling local countryside</p> <p>Lack of local infrastructure i.e. schools, doctors, hospitals, ambulance service, fire service (these resources are already under pressure without further housing. Why isn't additional housing being built in areas causing shortage of housing i.e. due to added jobs in Magna Park Lutterworth, DIFT Daventry, and J1 M1 etc.?)</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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. 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.</p> <p>The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations.</p>

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2195	Simon Rush	NA	NA	DS3	<p>1) Taking overflow from Coventry a with no fight-back. 2) No evidence provided to indicate been adjusted post Brexit decision. 3) It is urban sprawl and concreting over effective arable farmland at the time when food costs associated with post Brexit will likely mean increased Eurozone costs for imported food. 4) The infrastructure allowances (roads etc.) in the plan are not sufficient to meet the needs of all the new traffic from the extra population. The current western relief road use is clear evidence of that - in that its already saturated at times.</p>		<p>Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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2196	Stephen Lewington	NA	NA	DS3	<p>Result in the destruction of the open space between Rugby and the villages of Cawston, Dunchurch and Thurlaston. Already significant traffic problems at Dunchurch crossroads and A45 flyover which will only get worse once due to proposed plan. Growth needs to be reexamined following Brexit. Should not be taking housing and warehousing from Coventry. Proposed warehousing good access to M45/A45 poor elsewhere. Employment here should be high tech not warehousing.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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2197	Susan Kealey	NA	NA	DS3	<p>Concern about congestion and safety of roads in and around Dunchurch and Cawston, in particular for cyclists. It is an inadequate road system already, with more cars will make worse and the increased air quality problem. Necessary services to support new population not properly considered - most already struggling. Planners have killed off town centre - nothing to offer extra 20,00 new residents. Cannot understand why need to provide 2,800 for Coventry. SW Rugby will ruin open space between Rugby and Dunchurch. Also agree with DDC look to brownfield and accelerate existing sites.</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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. 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.</p>

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2217	Scott Civzelis	NA	NA	DS3	<p>Objects to DS3.7. North side of Coventry Rd a better alternative for the local community, although accepted larger than needed be discounted for invalid reasons. Proposed site will increase through traffic upon Brinklow main community high street and specifically will force traffic through the Broad street Coventry Road junction which is already congested and ineffective at peak hours. Also location excludes potential for future bypass of Brinklow and elongates the villages.</p>	<p>Coventry Rd Plot whilst being a bigger plot than required could be effectively re-plotted and reduce in size to accommodate the 100 homes with the remaining footprint and boundaries protected which is not a valid argument for discounting. In support of the Lutterworth Rd Plot I would suggest if as part of the development traffic calming methods were added to control the flow of heavy goods vehicles, and the speed of public traffic this could add value to the broader Brinklow community</p>	<p>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 options for allocation. The Brinklow Site Allocations Development Pack (June 2016) considered a range of evidence such as landscape sensitivity, heritage impacts and highways advice in proposing site DS3.7 for allocation over other sites considered around the village of Brinklow. More detailed assessment of development impacts would be required as part of planning application(s). Acknowledged that northern section of the site is within flood zone however indicative layout of development proposes no buildings within this area; more detailed information regarding drainage and avoiding increase to flood risk off site will also be a requirement of planning application supporting information.</p>
2223	Angela Collins	NA	NA	DS3	<p>housing numbers - should be based on new planning white paper and not due to under provision by other authorities 2 house numbers for Dunchurch and grand borough on green belt unsound as infrastructure not planned sufficiently 3 housing settlements at Dunchurch and grand borough should be in central government allocation for new settlements with appropriate financial support for necessary</p>		<p>The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as</p>

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					<p>infrastructure Dunchurch high pollution not mitigated 4 smaller sites and support to self-build would mean better community building 5 more support for build to rent for more affordable housing</p>		<p>Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. The proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.</p>

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2262	Tony Lyons	WCC Minerals	NA	DS3	Warwickshire Minerals Plan is progressing and a number of sites have been put forward as Preferred Options. Of the larger strategic sites proposed in the Rugby Plan, none of the larger allocations appear to affect the potential mineral allocations.		No further action required.
1083 or 1512	Dr J Stocker	NA	NA	DS3	Council anticipates that windfall sites will generate another 645 homes, a further 6% of the total requirement - leaving a shortfall of less than 3% (just 200 homes). More than 500 homes are intended in 9 separate sites within existing Main Rural Settlement and up to 5000 in South West Ruby (DS8 and DS9).		The Local Plan seeks to include a buffer of allocations in order to maximise delivery and thus ensuring RBC maintains a 5 year land supply.
1083 or 1512	Dr J Stocker	NA	NA	DS3	Even if there was an objective requirement for a new Main Rural Settlement within the Borough, there is nothing in the Local Plan to suggest that Lodge Farm is the right location. Its selection as a site has been dictated entirely by the wish of the current landowner to develop his land. In view of the very long-term consequences of any substantial new settlement, this is the wrong approach. If such a requirement does exist (which I dispute), the Council should identify the most appropriate location within the Borough and then seek to secure the land for development. No solution should be supply-driven, as is the Lodge Farm proposal.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Lodge Farm has been subject to an SA. Lodge Farm represents a site outside of the green belt which is considered to be deliverable as there are no known constraints. 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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1083 or 1512	Dr J Stocker	NA	NA	DS3	Wrong Place: 2,800 homes (more than a quarter of the remaining requirement) are intended to meet Coventry City's needs. To this end, the Preferred Options Local Plan proposed the release of land at Walsgrave Hill Farm, adjacent to the City itself. This proposal has been expressly dropped in favour of Lodge Farm, which is almost as far from Coventry as it is possible to get within Rugby Borough. Furthermore, this substitution now means all of the proposed development sites in the Local Plan are in the eastern half of the Borough, yet Coventry lies to the West. This is self-evidently nonsensical. It is, moreover, incompatible with a sustainable transport network and will greatly increase the number and length of car journeys compared to the original proposal		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
1083 or 1512	Dr J Stocker	NA	NA	DS3	DS3 therefore allocates sites for up to 15427 dwellings in total - 5227 (50%) more than the requirement. This excess is over three times the number proposed for Lodge Farm.		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

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1106 & 1903	David Joseph	Bloor Homes	NA	DS3	DS 3.8 land North of Coventry Road, Long Lawford could be capable of accommodating more than 100 dwellings, so greater flexibility on capacity assumptions required	Amend residential allocation DS3.8 to a minimum of 100 dwellings	The Main Rural Settlement Pack details the allocation of DS3.10 including reference to the heritage asset review and the archaeological constraints which are considered at the local plan stage to limit the capacity of the site to 100. No change recommended.
1119	Ross Middleton	CC Town Planning	Amberville Properties	DS3	The Squires Road site (DS3.11) has no legal issues or covenants or any other technical constraints which would prevent the immediate delivery of residential development at the site. Local Plan is based on a sound strategy when considered against the reasonable alternatives. DS3 should remove the word up to 50 dwellings using indicative instead	DS3 should remove the word up to 50 dwellings using indicative instead	Comment noted. However, this is consistent with all proposed allocations to afford necessary flexibility at application stage where detailed master planning may need to allow slight adjustments in numbers whilst conforming with policy. No change.

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1308 & 1607	Jennie Boonham	NA	NA	DS3	<p>Objection on the basis that the proposed site for 100 dwellings falls within the greenbelt, the site is prone to flooding, there would be a potential impact on flora and fauna, site is connected to the historic Norman Motte and Bailey site; the proposal would increase the number of homes in Brinklow by 25% over 5 years which will have a significant impact on local services and infrastructure, the proposed development doesn't match the development pattern of the existing village, the development could generate 1-200 cars at a time when traffic from an expanding Magna Park is being felt in Brinklow. Lutterworth Road was chosen due to its defined boundaries- RBC should not exclude other sites on this basis as boundaries could be re-drawn.</p>	<p>The proposal for Lutterworth Road be reduced and other smaller sites within Brinklow considered due to an acceptance that more dwellings are needed and that within this location they would fall under the green belt designation</p>	<p>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 options for allocation. The Brinklow Site Allocations Development Pack (June 2016) considered a range of evidence such as landscape sensitivity, heritage impacts and highways advice in proposing site DS3.7 for allocation over other sites considered around the village of Brinklow. More detailed assessment of development impacts would be required as part of planning application(s). Acknowledged that northern section of the site is within flood zone however indicative layout of development proposes no buildings within this area; more detailed information regarding drainage and avoiding increase to flood risk off site will also be a requirement of planning application supporting information.</p>
1325 & 1968	Dr Anne Langley	NA	NA	DS3	<p>The wishes of local people- expressed through parish plans, neighbourhood plans and protests- have been ignored.</p>	<p>Need for more affordable homes for the elderly not executive homes</p>	<p>Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. Consultation summaries have been produced which indicate how representations have been considered in the drafting of future stages of the plan.</p>

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1325 & 1968	Dr Anne Langley	NA	NA	DS3	Some of the proposed development sites are within the green belt- DS3.7, 3.9, 3.10 & 3.11- in contravention of national policy and GP2.	All green belt developments should be removed from the plan	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. The NPPF states that removing land from the GB can only be done in exceptional circumstances. RBC is of the view these have been demonstrated in order to assist in demonstrating a continuous five year housing land supply at the start of the plan period.
1455 & 1900	Louise Steele	Frampton	DB Symmetry, Taylor Wimpey, Gallagher Estates, Richborough Estates and Warwickshire County Council	DS3	Parties have concern about soundness of policy para 14 NPPF requires that for plan making Local Plans should meet OAN, with sufficient flexibility to adapt to rapid changes. Currently policy seeks to impose a ceiling on the amount of development that can come forward at the site by stating the capacity as an 'up to' figure. This is contrary to the objectives of the Framework (paragraphs 17 and 47). Ensure that the policy was positively prepared, be effective and consistent with national policy, and would enable the Local Plan to be flexible and respond to changing circumstances.	amend "Up to 5000" to "a minimum of 5000"	It is appropriate for South West Rugby to be up to 5000 dwellings. This figure has informed the various evidence documents which identify the level of infrastructure required to support the local plan growth. A minimum figure on this site would make evidencing the local plan much more complex and uncertain. Furthermore it has the potential to place uncertainty on the alignment of the housing and employment targets. The SHMA has been accepted at the recent Coventry and Warwick Council Local Plan examination and the Plan allocates more than the housing target.

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1455 , 1900 & 2109	Louise Steele	Frampton	SALFV	DS3	The Council has not worked with local community in relation to the Lodge Farm Allocation which is not in accordance with NPPF para 52 or NPPF150 which states that "Local Plans are the key to delivering sustainable development that reflect the visions and aspiration of local communities." Furthermore the late inclusion of the site has not enabled meaningful engagement with neighbourhood, local organisations and business as per NPPF para 155.	Requested that this residential allocation is deleted and the supporting text for the policy is deleted from the Publication Draft Local Plan.	The local authority has sought to consult with public on all of the proposed allocations.
1468 &161 8	Claire Woodfield	NA	NA	DS3	Object to S14/064. S16/067 is a more suitable site...S14/064, access road was altered from unsuitable to suitable implying property would need to be demolished. No evidence of other sites reviewed in published documentation for Wolston. S16/067 was subsequently changed to being not suitable without any available evidence of the basis for this change.S14/064 not sound for following reasons: Size of site: Suitable for only 15 dwellings. Does not contribute to RBC requirement of 100 dwellings in Wolston. Does not justify volume of infrastructure required. Access: Access only achievable by demolition of existing property. This alters character of the area and adds another busy junction to a busy road. Safety should be reviewed. Environmental: Site has established biodiversity in an area		S14/067 is not a deliverable site as detailed in the SHLAA and Main Rural Settlement Site Allocation Development Pack - Wolston.

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					<p>surrounded by agricultural monoculture that would subsequently be destroyed. Traffic and footpath: Access is on to busy main road with no direct footpath into the village. Construction of one would be very expensive, too narrow and not possible due to multiple ownership of land. Location: Distance is over a 10 minute walk from amenities and schools. Only access along busy road.S16/067 more suitable for allocation because: Potential for 80 dwellings, more flexible, shape and size could be defined, Trees could be planted, does not have building height restrictions, larger site would justify costs and meet more accurately local and national housing needs, open site with clear access should not be considered with a deliverability of 10-15 years, it has no know restrictions and should be considered within the 5 year category.</p>		
734	D A Ross	NA	NA	DS3	<p>Development in Stretton on Dunsmore should not result in greater flood risk this is of particular concerns giving flooding that has occurred in the settlement. It is vital that developments also provide affordable housing and Policy H2 dwelling split should be adhered to.</p>		<p>The selection of the allocated sites was informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence. Policies relating to flood risk and drainage (SDC5 and SDC6) included in the plan to further address flooding matters.</p>

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185	James Martindale	NA	NA	DS4	<p>Delivery of Coton Park East, Rugby Radio Station and South West Rugby questionable within plan period. Plan is unsound as proposed employment policies and allocations are not justified as per NPPF Paragraph 182. An early review of the Local Plan should be agreed to address under-delivery and ensure the evidence base is up to date; land south of the A5 edged red in correspondence provided should be identified as safeguarded land pending allocation and a site description is provided;</p>		<p>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. 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.</p>

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704	Mrs F Darcy	NA	NA	DS4	<p>Quantum of space for employment is overly exaggerated, being in excess of the employment strategy by nearly 40%. Figures arrived at prior to decision to leave EU. Unreasonable to assume economy likely to outperform any previous projections. Vast majority of employment land already delivered by the Borough. Also no allowance for DIRFT. Employment art Ryton allocated to Coventry. If further floor space required proposed allocation at CPE could be used.</p>	<p>Draft Local Plan would be improved by the deletion of DS8, DS9 and DS4.3.1 contends that there are sufficient employment land targets and unnecessary to allocate further such land to the south-west.</p>	<p>Proposed allocation sites are considered to be suitable and deliverable sites for employment development within the plan period. The local plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. Furthermore the Local Plan sets out how completions, existing supply and proposed new allocations meet this target at amended Policy DS1 as indicated by modification LP54.13. The provision of employment land in Rugby Borough (including the site at Ryton) to address a shortfall in meeting sub-regional strategic employment needs, arising from the unmet needs of Coventry City, has been addressed through Duty to Cooperate and the Coventry & Warwickshire Employment Land MoU agreed in 2016.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
705	James Darcy	NA	NA	DS4	<p>Employment strategy in the plan identifies a requirement for 79 ha of land however this has been adjusted to claim a need for 110 ha being for warehouse/distribution use. This quantum is over exaggerated and based on figures prior to the UK deciding to leave the EU. Vast majority of the 79 ha requirement can already be delivered by the Borough, also the figures do not include allowance for warehousing at DIRFT or Prologis, Ryton which appears inconsistent for the plan to ignore reference to these two sites. RBC are proposing to provide allocation to meet employment and housing needs for Coventry, not the needs of the Borough itself. Use of Ryton site would exceed 79 ha requirement and if further floor space is required this can be located at Coton Park East due to its position on highway network. SW spine road link to A45/M45 junction is essential to avoid the issue of large numbers of HGVs using Dunchurch crossroads so unlikely that SW employment development could be available until end of the plan period.</p>	<p>Remove Policy DS4.3 and DS8/DS9 as already sufficient employment land in the Borough to meet employment land targets and therefore unnecessary to allocate land in SW Rugby.</p>	<p>Proposed allocation sites are considered to be suitable and deliverable sites for employment development within the plan period. The local plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. Furthermore the Local Plan sets out how completions, existing supply and proposed new allocations meet this target at amended Policy DS1 as indicated by modification LP54.13. The provision of employment land in Rugby Borough (including the site at Ryton) to address a shortfall in meeting sub-regional strategic employment needs, arising from the unmet needs of Coventry City, has been addressed through Duty to Cooperate and the Coventry & Warwickshire Employment Land MoU agreed in 2016.</p>

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1435	A Sullivan	NA	NA	DS4	<p>Employment provision is poorly presented and just fed. The statistical relationship between land and jobs is questioned. Questions over why only B1, B2 and B8 have been considered and no other types of employment. Not enough clarity and justification have been provided for the recommended employment land provision of 6-8ha per annum. The lift from 79ha to 110ha is not convincingly explained. How Coventry's need was generated is not clear. There appears to be a conflict in the figures between policy DS1 and the employment MoU. Objections to the 35ha of employment land at Cawston Spinney as part of South West Rugby; the CPRE object to warehouse development is an environmentally sensitive area. The Rugby Radio Station site should maintain higher levels of provision.</p>		<p>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. Additional details will be finalised at the Planning Application stage.</p>

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1444	John Pearce	Amec Foster Wheeler	Warwickshire County Council	DS4	<p>Rugby should be considering now how they intend to address issue of shortfall in employment land within Coventry beyond 2031 plan period. Council should consider whether land adjacent to Coventry in the Green Belt be removed and/or safeguarded for future development. In doing so this would ensure the Green Belt boundaries can endure beyond the plan period and would negate the need for a further review in preparing a local plan after 2031. Consider County Council sites at Blue Boar Farm and Coney Grey Farm should be removed from Green Belt and identified as safeguarded land. These sites are draft allocations in the Warwickshire Minerals Local Plan, in which flexibility is sought that these sites could be worked sooner to enable their re-use for other non-mineral development in the future.</p>	<p>Identify sites on the urban edge of Coventry that could be allocated for development in the post 2031 period, if it became apparent, as expected, that Coventry could not meet their own development needs again.</p>	<p>The Local Plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. The Local Plan sets out how completions, existing supply and proposed new allocations meet this target and therefore no further employment land allocations are considered necessary. The provision of employment land in Rugby Borough to address a shortfall in meeting sub-regional strategic employment needs, arising from the unmet needs of Coventry City, has been addressed through Duty to Cooperate and the Coventry & Warwickshire Employment Land MoU agreed in 2016.</p>

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1448	Nick Small	Stagecoach	NA	DS4	<p>35Ha SW Rugby B8 allocation (Cawston Spinney). Stagecoach supports this proposed allocation. This credibly ought to help rebalance journey to work flows across the urban area, especially with large-scale residential growth committed and proposed SW of Rugby. In particular it helps damp the demand for trips to work across the town to the north and east, which would otherwise add to existing serious peak congestion in and around the town centre and Hillmorton. Stagecoach also welcomes the obvious opportunity to introduce important "reverse tidal" flows on the existing frequent bus corridor (service 4) along the Bilton Road to the Cawston and SW Rugby areas, on which there is plenty of unused capacity. It will tend to assist with supporting the commercial viability of bus network improvements serving wider residential development also proposed in the Plan south west of Rugby.</p>		<p>Support for proposed employment allocation noted. Development proposals to implement this allocation are required by draft Policy DS8 to ensure comprehensive sustainable transport links that integrate with existing networks and provide good connectivity within the allocation site and in the surrounding area, including to Rugby town centre. Detail of how this will be delivered will be negotiated by the local planning authority, site promoters, public transport operators and the local highways authority and will be an important consideration in any planning applications for this site.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1864	Andrew Macdonald	Swanvale Developments Ltd	NA	DS4	<p>Land at M6 Junction 2 should be removed from the Green Belt and allocated for employment use. The land lies adjacent the highways compound and there is interest in further depot type facilities in this location. The allocation of this site for employment purposes would accommodate this demand and contribute to the provision of smaller B1, B2 use units as have been identified as being needed in the Rugby Employment Land Study 2015 (and noted in the Local Plan paragraphs 4.8 – 4.9). The site (as part of parcel C6) does not contribute to the Green Belt as noted in the Coventry and Warwickshire Joint Green Belt Review (2015) and its removal from the Green Belt is supported (paragraph 4.24 and 5.8 of the Green Belt Review) where exceptional circumstances exist. The provision of employment facilities to meet a specific demand would present such circumstances. As paragraph 5.8 of the Green Belt Review notes, the development of this location would effectively be ‘infill’ and would be well contained by existing significant features in the landscape – namely the motorways. Local Plan confirms at paragraph 4.37 that this Local Plan “has released land at M6 Junction 2 from the Green Belt, as evidenced by</p>	<p>The Local Plan should remove the site from the Green Belt and allocate it for employment purposes in order to address the inconsistency with the evidence base recommendations and ensure the Local Plan is positively prepared in seeking to address employment needs.</p>	<p>The Local Plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. The Local Plan sets out how completions, existing supply and proposed new allocations meet this target and therefore no further employment land allocations are considered necessary. As such proposed Policy DS3 has been amended as indicated in modification LP54.20 to remove reference to the release of land at M6 Junction 2 from the Green Belt.</p>

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					<p>the Coventry and Warwickshire Joint Green Belt Review 2014". However, it is unclear where this release is, given that Parcel C6 is shown still within the Green Belt on the Rural Proposals Map. Accordingly, it is considered that the Local Plan publication draft is currently unsound as the inclusion of the site in the Green Belt is not supported by the evidence base. The Local Plan should remove the site from the Green Belt and allocate it for employment purposes in order to address this inconsistency and ensure the Local Plan has been positively prepared in seeking to address employment needs.</p>		

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1870	Kieran Rushe	Peter Brett Associates	Terra Development Holdings Ltd	DS4	<p>Considered there are constraints and infrastructure requirements needed to deliver the site allocations for employment land needs contained in Policy DS4. The location of these sites would not address cross-boundary strategic priorities for employment growth in Coventry and the sub-region. Proposed employment policies and allocations are not justified or effective in line with NPPF para.182.</p>	<p>Further land should be identified on the edge of Coventry within Rugby Borough. Commitment to an early review of the local plan should be agreed so that delivery of allocated employment sites can be reviewed and additional sites allocated to address under delivery and any revised employment need identified. Consider that land west of the A423 should be identified as safeguarded land pending allocation of additional land through an early review of the plan.</p>	<p>Proposed allocation sites are considered to be suitable and deliverable sites for employment development, particularly in the context of the proposed settlement hierarchy for the Borough. The local plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. The provision of employment land in Rugby Borough to address a shortfall in meeting sub-regional strategic employment needs, arising from the unmet needs of Coventry City, has been addressed through Duty to Cooperate and the Coventry & Warwickshire Employment Land MoU agreed in 2016.</p>
1872	Rob Wells	Savills	Neyland Properties Ltd	DS4	<p>As landowner, strongly support the allocation of Coton Park East to provide further employment development under Policy DS4.1</p>		<p>Support noted</p>

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1872	Rob Wells	Savills	Neyland Properties	DS4	<p>Proposal to restrict the size of units permitted to meet demand for smaller units is unduly restrictive and contravenes the NPPF requirement that the most effective use of land should be made. The planning system should not act as an impediment to growth (para 17) or that development be overburdened by policy expectations (para 19). Policies should be flexible enough to accommodate existing and unanticipated needs. Whilst the need for smaller units is acknowledged but there is no justification as to why the restriction on unit size applies to this unit and no other employment sites or the regeneration of existing sites under ED1 and D.2 both of which are capable of delivering smaller units.</p>	<p>Paragraph 4.39 should be deleted</p>	<p>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. The policy on unit sizes is to meet the demand.</p>
1875	Michelle Simpson-Gallego	Pegasus Planning	AC Lloyd / Persimmon	DS4	<p>As highlighted in response to DS1, the opportunity exists to deliver a further 4ha of employment land at Coton Park East to provide 11.5ha in total.</p>	<p>County Council is significant land owner in the Borough and their land has the potential to meet longer term development needs in Borough and wider sub-region.</p>	<p>The Local Plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. The Local Plan sets out how completions, existing supply and proposed new allocations meet this target and therefore no further employment land allocations are considered necessary.</p>

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1897	Karin Hartley	Delta Planning	AC Lloyd Holdings Ltd	DS4	As outlined in Policy DS1 rep, considered that overall employment land requirement should be increased and additional strategic employment sites identified. Land to north of Ansty business park (as submitted with representation) provides a suitable and sustainable development option and considered that this parcel of land makes a limited contribution towards the five Green Belt purposes.	Land to north of Ansty Business Park should be included as an additional employment allocation in Policy DS4, as a long term extension to Ansty Business Park.	The Local Plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. The Local Plan sets out how completions, existing supply and proposed new allocations meet this target and therefore no further employment land allocations are considered necessary. The provision of employment land in Rugby Borough to address a shortfall in meeting sub-regional strategic employment needs, arising from the unmet needs of Coventry City, has been addressed through Duty to Cooperate and the Coventry & Warwickshire Employment Land MoU agreed in 2016.

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1900	Louise Steele	Framptons	db symmetry	DS4	<p>Support the allocation at DS4.3 but consider that to ensure the plan is positively prepared changes are necessary to ensure the local plan is sound and that the allocation retains sufficient flexibility to deliver a sustainable development on the site. Our view is that the 35 ha gross allocation relates only to the employment area and not to associated infrastructure such as structural landscaping, roads, and attenuation basins. Para. 4.59 of local plan recognise there is flexibility.</p>	<p>Policy DS4 should make reference to the estimated net floor space figure intended (as set out in Employment Background Paper, Sep 16) to provide certainty in the policy. The SW employment allocation should be increased from 35 ha to 44 ha as per the draft Masterplan SPD. This will not affect the relationship between jobs growth and housing numbers as the floor space to be delivered from the allocation remains unchanged. So that the plan is flexible enough to ensure SW Rugby allocation is deliverable and the plan as a whole is effective, insert "a minimum of..." in front of both net floor space (180,000 sum) and land area (44ha) in Policy DS4.3</p>	<p>The Local Plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. The Local Plan sets out how completions, existing supply and proposed new allocations meet this target and therefore no further employment land allocations are considered necessary.</p>

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1907	Martin Herbert	Brown & Co	Edward Walpole Brown	DS4	<p>This table does not reflect any further allocations that should be made in proximity to Ansty Park and also it does not link conveniently with the general delivery targets and policies contained later in the Plan. We refer in particular to Policy DS4 on page 25 of the Plan. That only facilitates 58.5 hectares whereas the table on page 19 in para 4.16 identifies 110 hectares. There are inconsistencies and inadequate explanations as to how the housing and employment growth will be achieved and there are no reserve sites and inadequate review mechanisms in the Plan to make sure that the development targets are achieved</p>	<p>Make sure there is consistency in the numbers.</p>	<p>The Local Plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. The Local Plan sets out how completions, existing supply and proposed new allocations meet this target and therefore no further employment land allocations are considered necessary. The provision of employment land in Rugby Borough to address a shortfall in meeting sub-regional strategic employment needs, arising from the unmet needs of Coventry City, has been addressed through Duty to Cooperate and the Coventry & Warwickshire Employment Land MoU agreed in 2016.</p>
1912	Chontell Buchanan	First City Limited	Archdiocese of Birmingham	DS4	<p>Land off Station Road is capable of accommodating over 100 dwellings and is in single ownership. Agreement with the sentiment of Paragraph 4.42 but considers that legal agreements should be in place to ensure a collective approach is promoted.</p>	<p>Allocate land off Station Road, Clifton, for residential development.</p>	<p>Comment noted. 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. No further additions to the allocations are required. Therefore no amendments considered necessary.</p>

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1915	Peter Frampton	Ardmore Ltd	Peter Frampton	DS4	<p>Chamber of Commerce document included which was sent to Coventry City Council outlining a shortage of allocated employment land within Coventry due to former employment sites being used for housing. Paper is critical of using 2011 as a base figure owing to the economic context of the time, thus available office space at the time was unusually high. A shortage of allocated and 'ready to go' employment land could damage business growth, so there is a need to work on a sub-regional basis to allocate sites within Rugby Borough- including green belt release- owing to Coventry's own land constraints as part of the 'duty to cooperate'. Ardmore Ltd controls the land on the submitted plan and seeks to prove 'exceptional circumstances' for greenbelt release. The green belt between Rugby and Coventry was defined over 30 years ago thus is considered outdated due to changes in the economy and as such the geographical application of the green belt- rather than the policy in itself- is questioned. Resisting the re-allocation of green belt land along the Coventry urban edge does not help Rugby's economy but does damage Coventry's. A criteria-based policy could be developed for companies looking to move to the released green belt land.</p>		<p>The Local Plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. The Local Plan sets out how completions, existing supply and proposed new allocations meet this target and therefore no further employment land allocations are considered necessary. The provision of employment land in Rugby Borough to address a shortfall in meeting sub-regional strategic employment needs, arising from the unmet needs of Coventry City, has been addressed through Duty to Cooperate and the Coventry & Warwickshire Employment Land MoU agreed in 2016.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1965	Amy Green	NA	NA	DS4	Policy DS4 should be revisited to take a more balanced view of the likely future growth required in Employment Land and properly assess the environmental impact of building yet more warehouses on the proposed Cawston Spinney site that will generate a vast amount more traffic and pollution for Dunchurch, Rugby and surrounding areas as employees and trucks commute to or deliver to the site.		The STA (June 2017) updated the September 2016 STA by increasing the modelled area and incorporating updated travel to work assumptions, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan growth proposed, including the proposed employment floor space and resultant jobs provision estimated at the SW Rugby employment allocation. The environmental impact of developing this site for employment uses will be addressed through the environmental impact assessment (EIA) process to accompany planning application(s) for the site.
1985	Maritin Green	NA	NA	DS4	DS4 should re-assess employment land and the environmental impact of building warehousing at Cawston Spinney. Additional traffic- both cars and trucks- will be generated.		The STA (June 2017) updated the September 2016 STA by increasing the modelled area and incorporating updated travel to work assumptions, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan growth proposed, including the proposed employment floor space and resultant jobs provision estimated at the SW Rugby employment allocation. The environmental impact of developing this site for employment uses will be addressed through the environmental impact assessment (EIA) process to accompany planning application(s) for the site.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2032	Nigel Jinks	NA	NA	DS4	<p>Not enough high quality employment opportunities proposed to be provided, risking Rugby becoming a dormitory town for other employment centres (creating issues with congestion); oversupply of warehousing locally with several large sites nearby, given Jaguar Land Rovers investments in Coventry there should be provision to encourage high/engineering SME's to invest in Rugby. Should be greater provision for light industrial units.</p>		<p>The Local Plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. The Local Plan sets out how completions, existing supply and proposed new allocations meet this target, including where new allocations such as at Coton Park East and Rugby Radio Station (in addition to existing sites in supply) will be expected to provide for a wider range of employment development, including smaller units appropriate for B1 and B2 development, as opposed to the provision of larger B8 uses in particular at Rugby Gateway and the South West Rugby allocation.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2154	Robert Green	NA	NA	DS4	<p>Policy DS4 should be revisited to take a more balanced view of the likely future growth required in Employment Land and properly assess the environmental impact of building yet more warehouses on the proposed Cawston Spinney site that will generate a vast amount more traffic and pollution for Dunchurch, Rugby and surrounding areas as employees and trucks commute to or deliver to the site.</p>		<p>Proposed allocation sites are considered to be suitable and deliverable sites for employment development, particularly in the context of the proposed settlement hierarchy for the Borough. The local plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. The provision of employment land in Rugby Borough to address a shortfall in meeting sub-regional strategic employment needs, arising from the unmet needs of Coventry City, has been addressed through Duty to Cooperate and the Coventry & Warwickshire Employment Land MoU agreed in 2016.</p>
704 (a...)	Mrs F Darcy	NA	NA	DS4	<p>Quantum of space for employment is overly exaggerated, being in excess of the employment strategy by nearly 40%. Figures arrived at prior to decision to leave EU. Unreasonable to assume economy likely to outperform any previous projections. Vast majority of employment land already delivered by the Borough. Also no allowance for DIRFT. Employment art Ryton allocated to Coventry. If further floor space required proposed allocation at CPE could be used.</p>	<p>Draft Local Plan would be improved by the deletion of DS8, DS9 and DS4.3.1 contends that there are sufficient employment land targets and unnecessary to allocate further such land to the south-west.</p>	<p>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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1394	David Parnell	Combe Fields Parish Council	NA	DS5	DS5 (and SD9) should be implemented in favour of Combe Fields Parish. Implementation of broadband non brownfield sites and new developments - should include Ansty Park, and ALL Parishioners of Combe Fields.		Policy SDC9 seeks to ensure that new developments meet the ambition of the governments Digital Communications Infrastructure Strategy and the European Digital Agenda. Infrastructure upgrades for existing properties fall outside the scope of the Local Plan and would be the responsibility of network providers.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1430	Andrew Morgan	Place Partnership	Warwickshire Police (WP) and West Mercia Police (WMP)	DS5	The policy consider Policy DS5 to be unsound because, contrary to the NPPF, it will not secure and deliver adequate security, community safety and policing infrastructure to meet the needs of the housing developments that it will cover, as it does not cover police service infrastructure requirements at all.	To resolve the objections made in Section 6 of these representations, we request that Policy DS5 be amended as follows: · Provision of and/or contribution to police infrastructure and community facilities such as schools, community buildings or sports facilities. Without this amendment the Plan cannot achieve one of its main purposes, securing adequate infrastructure including through Section 106, as long as it does not recognise the essential nature of policing infrastructure for schemes of 100 dwellings or more. As explained above, this fact has been accepted by the Secretary of State and Planning Inspectorate on numerous occasions.	Whilst we consider that these representations present our case fully, we would be prepared to participate at the oral part of the examination should the Inspector consider this beneficial to proceedings?

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1448	Nick Small	Stagecoach	NA	DS5	<p>Stagecoach strongly welcomes and supports this draft policy. We recognise the difficulty, especially at SW Rugby, of multiple land ownerships, discussed in paragraph 4.42. It is essential that this development is planned and brought forward comprehensively, accompanied by an agreed package of transport and highways mitigations. Many of these will be delivered within and adjacent to the allocation, and thus the master plan must be worked up so that seamless delivery is achieved. This also would allow for the proper phasing of supporting infrastructure, not least new road links which will need to perform much more than merely local access functions.</p>	<p>Support for proposed allocation noted.</p>	<p>Support noted. WCC Highways 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>
1637	Ian Bates	NA	NA	DS5	<p>Policy DS5 - we have already seen developers adjust their plans to avoid their responsibilities - the limit of 100 dwellings is too high and needs to be halved in order to make this policy effective. Objectives missing connection to infrastructure. Plan is written in biased way against current residents and allows quality of the environment to be diminished.</p>		<p>Local Plan has been formulated in line with national Planning system, which sets statutory requirements on such matters.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1866	Gary Stephens	Marrons Planning	Gallagher Estates Limited and David Wilson Homes (East Midlands) (GE/DWH)	DS5	<p>First paragraph of Policy DS5 is unnecessary as any planning application for over 100 dwellings will require the submission of a Design and Access Statement which would explain the master planning process and demonstrate the justification for the proposed design. There is therefore no need for the policy to repeat this requirement. Furthermore, the requirement for a viability assessment would only be relevant if the applicant considered the proposed development was not deliverable.</p> <p>Second paragraph of Policy DS5 sets out a number of specific requirements for proposals of over 100 dwellings. No evidence is provided to support the Plan on the implications of these burdens on the viability and deliverability of development contrary to Paragraphs 173 and 174 of the Framework.</p> <p>Final bullet point in the second part of Policy DS5 requires an assessment of the energy requirements of the proposed development and measures to minimise energy use and include renewable energy generation is unnecessary and contrary to Paragraph 95 of the Framework and the Ministerial Statement (Deregulation Bill 2015).</p>	<p>GE/DWH recommends the first paragraph is removed from the policy.</p> <p>GE/DWH recommend that in the absence of any clear evidence the second paragraph is removed from the Plan, or amended to add 'where necessary, reasonable and without rendering development undeliverable'.</p> <p>GE/DWH recommends the final bullet point is removed from Policy DS5.</p>	<p>Policy DS5 seeks to ensure that development comes forward within the context of an appropriate infrastructure scheme. Without such schemes, the delivery of infrastructure and services cannot be guaranteed or properly integrated into an area. Incremental proposals which do not take sufficient account of proposals for the whole site are less likely to deliver a high quality development. DS5 is considered compliant with the NPPF.</p>

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1907	Martin Herbert	Brown & Co	Edward Walpole Brown	DS5	The development strategy is inappropriate and it is not compliant with certainly the first two bullet points.		The development strategy seeks to provide a variety of sites in terms of size and location. 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.
1909	Paul Hill	RPS	St Modwen	DS5	Query the need for this policy and, in particular, how it should be read alongside other site specific policies for strategic sites. Should it be retained, it could be explained that this doesn't contradict or duplicate the requirements for sites allocated in the plan which already have site specific policies.	<p>If the policy is retained, the supporting text should include wording such as:</p> <p><u>“this policy only relates to sites over 100 dwellings not already in the plan which may come forward in the plan period”</u></p> <p>Should the policy be retained then detailed wording changes are required to ensure contradictions or duplications of existing site specific policies does not take place.</p>	Comment noted. Policy considered to be important in directing larger schemes that may come forward within the borough. No further action required.

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1455 & 1900	Louise Steele	Framptons	DB Symmetry, Taylor Wimpey, Gallagher Estates, Richborough Estates and Warwickshire County Council	DS5	The Building Regulations control how energy efficient/sustainable a building should be and therefore this action of the policy is a duplication of existing controls and should be deleted.	Last bullet point in the second paragraph of the policy which requires that proposals for strategic sites must include: "An Assessment of the energy requirements of the proposed development and measures to minimise energy use and include renewable energy provision should be deleted.	The achievement of sustainable development is the central principle of this Local Plan. The specific characteristics of each site will determine how these requirements will be met. DS5 is considered compliant with the NPPF.
1455 & 1900	Louise Steele	Framptons	DB Symmetry, Taylor Wimpey, Gallagher Estates, Richborough Estates and Warwickshire County Council	DS5	Supporting statement submitted outlining national policy context, local planning context, site specific merits, delivery of the South West allocation and outlines mutual agreement between the named parties. Parties object to final bullet point of Policy DS5 (Comprehensive Development of Strategic sites) on energy efficiency and renewable energy as it is inconsistent with national policy (Ministerial statement 25th March 2015 on setting of technical housing standards in England forbidding "...any local technical standards or requirements relating to the construction, internal layout or performance of new dwellings".		Comment noted. Modification LP54.22 removes this text from the policy.

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1106	David Joseph	Bloor Homes	NA	DS6	3rd bullet point of DS6 should be altered to make clear that any Neighbourhood Plan must respect the policies of the Local Plan; should be made clear that any provision or contributions are directly related to development proposed;	DS6 should be amended to clarify that Neighbourhood plans must respect the policies of the Local Plan. It should be made clear that any provision or contributions are directly related to the development proposal.	Comments noted however no amendment considered necessary as the Plan is in conformity with the NPPF.
1222	A Stretton	NA	NA	DS6	Oppose proposed development in Stretton on Dunsmore; detrimental to rural life and wildlife; villages should remain as they are; loss of community spirit and strain on local schools, Doctors and increased congestion; no empathy for heritage value of village;		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. 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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1222	A Strettomer	NA	NA	DS6	Oppose proposed development in Stretton on Dunsmore; detrimental to rural life and wildlife; villages should remain as they are; loss of community spirit and strain on local schools, Doctors and increased congestion; no empathy for heritage value of village;		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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The existing permissions alone cannot support the delivery of housing which is why allocations in Main Rural Settlements are proposed. 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. 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.
1304	Christine Bowen	NA	NA	DS6	The proposed development for Binley Woods does not appear to have sufficient car parking for the proposed affordable housing.	Developers should provide the required infrastructure	Parking provision would be finalised during any future Planning Application.

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1305	David Bowen	NA	NA	DS6	Given the GP to House ratio for new developments allocated in the Local Plan the houses planned for Binley Woods justify a village based GP.		WCC, UHCW and the CCG 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.
1406	Julie Warwick	Wolvey Parish Council	NA	DS6	Parish Council welcomes policy as many of the criteria listed were raised by residents during recent Neighbourhood Plan consultation in Wolvey. Villagers keen to limit impact on Green Belt, with links to Public Rights of Way and countryside. Need to improve or contribute towards local facilities, improve broadband provision, which are also consideration in DS6. Furthermore the provisions of Neighbourhood Plans and/or extensive community engagement should be taken into account.		Comments noted
1406	Julie Warwick	Wolvey Parish Council	NA	DS6	Supporting text to this policy states that all rural housing it's are expected to include on-site affordable housing as set out in H2. Information previously gathered by the Parish Council and others has identified a lack of affordable housing in Wolvey. Parish Council therefore supports DS6 and		Comments noted

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					paragraphs 4.45 and 4.46 of the local plan.		
1448	Nick Small	Stagecoach	NA	DS6	Stagecoach broadly supports the approach taken to rural allocations in the main. However we object to the current policy which fails to ensure that development opportunities identify and take up the opportunities for sustainable transport fully. This is necessary for the Policy to be aligned with NPPF paragraph 32, and thus legally compliant.	The Policy should be modified to require that development proposals on sites allocated in the rural area should ensure that where possible, pedestrian and cycle links are provided to maximise convenient access to existing public transport services. Stagecoach urges that Policy DS6 should be modified to read: "Provision, where opportunities are present, of links to existing pedestrian and cycle paths with the adjacent settlement, and to local public transport links, including upgrade or provision of bus stop infrastructure where required;"	Comments noted however no further action considered necessary

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1451	Anna Stocks (Jasbir Kaur)	WCC Archaeology	NA	DS6	Does not consider that Heritage Assessment Review provides an adequate assessment of any potential impacts upon the historic environment. Does not appear to have obtained information from the Warwickshire Historic Environment Record, which contains information on both designated and non-designated heritage assets. Particularly relevant in relation to Long Lawford.	Further assessment is undertaken of the potential impacts of the proposed development of these proposed strategic sites on both designated and undesignated heritage assets, including archaeological remains. This should include assessing both direct and indirect impacts upon heritage assets which survive within, and in the wider vicinity of these sites.	Comment noted. Each of the rural allocations have been supported by the Main Rural Settlements Site Allocation pack which considers the impact on heritage assets at a level appropriate for proposed allocation. More detailed considered on this are for planning application stage. No change.
52	D Clark	NA	NA	DS7	DS7: Have we provision to provide Fire and Rescue services? Good to see Green Areas will be preserved. Transport links produces with cycle networks. However knop mention of GP services.		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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
88	S Purcell	NA	NA	DS7	<p>Objection to proposed secondary school at Rokeby Fields - new school needed to North of town, not South and would result in pupils being bussed in; surrounding roads inappropriate for additional traffic; development would result in a loss of open space; site only being proposed as it is owned by Warwickshire County Council not because it is an appropriate site.</p>		<p>The suitability or otherwise of the proposed school site at Rokeby is a current planning application and therefore not a direct proposal within the local plan. With regards to Policy DS7, detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
405	Rachel Binns	NA	NA	DS7	Young people should attend schools in close proximity to where they live; DS7 inconsistent with NPPF Paragraph 37 on minimising journey lengths to school and paragraph 72 which requires RBC to take a proactive approach to ensuring there is sufficient school places	Allocate space for new schools, particularly a new secondary school	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.
409	John Carlin	NA	NA	DS7	DS7 is unsound as fails to meet NPPF para.37 on minimising journey lengths in travelling to school and para.72 in taking a proactive approach to ensuring there is sufficient space for new schools.	DS7 should be improved by allocating space for a secondary school	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.

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920	Neiha Joshi	NA	NA	DS7	Concern regarding lack of secondary schooling to the North of Rugby; Rugby seen unprecedented development over past 10 years; 80% of journeys traverse the town centre/gyratory; DS7 contrary to NPPF Paragraphs 37 and 72;		WCC Education, Highways, 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.
921	Surhid Joshi	NA	NA	DS7	Most pupils at Coton Park travel long distances to schools; Rugby Town has seen unprecedented development over the past 10 years; over 80% of journeys involve traversing the town centre or gyratory increasing travel time and congestion; DS7 unsound as it is inconsistent with NPPF Paragraph 37 (minimising journey lengths for travel to school) and Paragraph 72 which requires Rugby Borough Council to take a proactive approach to ensuring there is sufficient space for new schools;	Allocate a secondary school	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.

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922	Gurav Joshi	NA	NA	DS7	Concern regarding lack of secondary schooling to the North of Rugby; Rugby seen unprecedented development over past 10 years; 80% of journeys traverse the town centre/gyratory; DS7 contrary to NPPF Paragraphs 37 and 72;		WCC Education, Highways, 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.
933	Neville Burton	NA	NA	DS7	Defective policy to build a free secondary school in the South of the town but insufficient spaces in the North of the town; travel time across Rugby between North and South will be prohibitive; air pollution will increase as a consequence of additional traffic; anticipated 500-600 unnecessary car journeys between the North and South of the town, resulting in the traffic system failing.		Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.

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947	Rosemary Hill	NA	NA	DS7	Object due to strain it will put on Leicester road which is already grid locked. How will this enhance the amenity of businesses and residents of Rugby as stated in NPPF?		The STA (June 2017) updated the September 2016 STA to include a specific Leicester Road (A426) model and has incorporated updated travel to work assumptions, junction counts and queue surveys, to identify the strategic transport infrastructure and relevant mitigation schemes to support the Local Plan growth proposed including the proposed allocation at Coton Park East.
1062	Charls Gay	NA	NA	DS7	New secondary school required in Northern Rugby; representation references WCC school proposal for Rokeby; map enclosed referencing secondary schools south of Rugby, and highways constraints.		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.
1085	Dennis Perry	NA	NA	DS7	PDF illegible (copy kept on system to demonstrate this)		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.

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1146	Mrs Whitta	NA	NA	DS7	Rugby's expansion to the North has not been matched by the necessary supporting infrastructure. Without sufficient secondary schooling to the North congestion from traffic going North to South will increase. DS7 is inconsistent with NPPF paragraphs 37 and 72.	DS7 should allocate space for a secondary school in the North of the town.	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.
1161	S Gunter	NA	NA	DS7	Expansion of Rugby to the North has not been supported by adequate infrastructure - without sufficient schools there will be increased congestion from parents commuting from Northern to Southern Rugby; DS7 unsound and inconsistent with NPPF Paragraph 37 (minimising journey lengths to school) and NPPF Paragraph 72 (taking a proactive approach to censuring adequate school places)	Allocate a secondary school for DS7	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1162	Roger Gunter	NA	NA	DS7	Fails to meet NPPF para 37 on minimising journey lengths for travel to school and paragraph 72 which requires Rugby Borough Council to take a proactive approach to ensuring there is sufficient space for new schools.	DS7 should be improved by allocating space for a secondary school.	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.
1213	Alan Harry Wiles	NA	NA	DS7	DS7 unsound as it is inconsistent with NPPF Paragraph 37 (minimising journey lengths for travel to school) and Paragraph 72 (taking a proactive approach to ensuring sufficient space for new schools). Opposition to school being built on playing fields at Anderson Avenue/Long Furlong due to loss of amenity and potential traffic congestion issues; schools should be built to the North of Rugby where the majority of housing is being built	Allocate space for a secondary school	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.

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1245	Cllr Leigh Hunt	NA	NA	DS7	Welcome that a buffer zone has been left between proposed development and Newton village - no development should be allowed to encroach on this buffer now or in the longer term future.		Proposed Policy DS7 includes a requirement that this site allocation will be supported by provision of a comprehensive green infrastructure network, particularly the opportunity of enhancing and linking to the existing Great Central Railway local nature reserve which runs adjacent to the proposed allocation site.
1323	Sally Chant	NA	NA	DS7	Despite WCC Learning and Education Team identifying the need for a new secondary school to the North of Rugby one is not allocated in the Local Plan. This is unacceptable and disagree with rationale that a secondary school would damage viability. It is reckless and unsustainable to allocate land for housing without basic infrastructure, which compounds the shortfall of the previous plan. Parents may choose to send children to other locations or out of the county due to poor town planning. This does not constitute sustainable development. Very concerned that only one new secondary school is being sourced for the local plan when WCC have stated two are required (in addition to sites already identified at Mast Site and SW Rugby). Only one additional is being sought as Rugby Free Secondary School (RFSS) is considered to be 'already open' even though only situated on a temporary site. If two additional schools are	Provision for at least one secondary school in the North of the town.	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.

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					<p>required (if WCC Education figures are correct), these should be in the local plan in the correct area of town and not on open space. We do not believe it is acceptable for developers to profit from development without providing appropriate infrastructure for the houses that are built. Ensuring appropriate land available in local plan can work if RBC works with WCC Education and EFA to meet this goal.</p>		
1353	Julian Woolley	NA	NA	DS7	<p>DS7 is inconsistent with NPPF paragraphs 37 and 72. The residential expansions of Gateway and Coton Park are not sustainable as they do not provide community facilities i.e. a secondary school.</p>	<p>DS7 should allocate space for a secondary school in the North of the town.</p>	<p>Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.</p>

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1407	Mr Tayler	NA	NA	DS7	<p>No provision made for secondary school places to the North of the town despite the completed and proposed development to the North. The only school- Avon Valley- has insufficient places as existing. There are social, welfare and developmental advantages for children living close to their school whereas as proposed pupils would have to travel considerable distances despite existing traffic congestion, especially as pupils would be travelling between the North and South of the town. Air quality on the town centre gyratory and at the Dunchurch crossroads already exceeds limits which the cumulative effect of extra school commuting would worsen. DS7 contravenes NPPF paragraph 37 on minimising journeys for education and paragraph 72 which requires Councils to provide sufficient school places; paragraph 30 on reducing traffic congestion and paragraph 124 on air quality.</p>	<p>Allocate space for a secondary school in Northern Rugby</p>	<p>Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1408	Alan Davis	NA	NA	DS7	The main demand for new school places is to the North of the town. The proposed secondary school at Rokeby Fields is unsuitable and would increase congestion around Dunchurch and Rokeby Fields Estate. DS7 fails to meet NPPF paragraph 37 on minimising journey lengths and paragraph 72 requiring Councils to ensure sufficient school places.	DS7 should allocate space for a secondary school in the North of the town	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.
1409	Amy Gravell	NA	NA	DS7	The provision of school place has not kept up with population growth, especially with the closure of Bishop Wolstons. There are no proposals for a new secondary school to the North of the town despite most of the proposed development being to the North of the town. Reference to respondents relatives to commute from the North of Rugby to attend school in Lutterworth rather than commute through Rugby. DS7 is inconsistent with NPPF paragraphs 37 and 72.	DS7 should allocate space for a secondary school in the North of the town. Giving places to the free school is not acceptable as it's a political choice.	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.

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1410	Amy Fiddy	NA	NA	DS7	A secondary school is needed in the North of the town due to the expansion of Coton Park and Eden Park. Children should be educated locally.		Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.

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1411	William H Lewis	NA	NA	DS7	<p>In September 2016 Warwickshire's sufficiency strategy identified a deficit of school places in the North of Rugby (with the Northern boundary being defined by the West Coast main line, which forms a significant barrier to travel between the Northern and Southern sections of the town)- a situation which is projected to get worse over the next 5 years. By September 2020 the report predicts a 46% shortfall in secondary school places in the North and a 18% shortfall in the South- yet there is no allocation for a secondary school in the North of Rugby. The Education Funding Agency has opened a temporary free secondary school, where 50% of the children do not live South of the railway line. Congestion is already an issue and recent works to the gyratory system hasn't improved matters. The proposed secondary school on Rokeby Fields will increase North-South commuting significantly. The proposed secondary school for Houlton will not be constructed in time. DS7 inconsistent with NPPF paragraphs 37 and 72.</p>	<p>DS7 should allocate space for a secondary school in the North of the town.</p>	<p>Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.</p>

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1412	Christopher Dwyer	NA	NA	DS7	DS7 is inconsistent with NPPF paragraphs 37 and 72.	DS7 should allocate space for a secondary school in the North of the town.	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.
1413	Eleanor Marsh	NA	NA	DS7	No allocation of land for a secondary school in the North of Rugby is of huge concern given the planned growth and the commuting to schools which would result. This prevents the development of a sense of community	DS7 should allocate space for a secondary school in the North of the town.	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.

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1414	Mr Moxon	NA	NA	DS7	DS7 is inconsistent with NPPF paragraphs 37 and 72.	DS7 should allocate space for a secondary school in the North of the town.	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.
1415	Ian Barnes	NA	NA	DS7	Children have a legal right to secondary education. There is no secondary school and Doctors Surgery in Coton Park, yet more houses are proposed.	A new secondary school should be built within Coton Park	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.

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1416	John Robson	NA	NA	DS7	DS7 is inconsistent with NPPF paragraphs 37 and 72. Plan attached to representation demonstrating that North Eastern Rugby has insufficient school catchment area coverage. Pupils living in the North of the town should not have to commute past the railway line and gyratory system.	DS7 should allocate space for a secondary school in the North of the town.	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.
1417	Janet Wash	NA	NA	DS7	The only secondary school in the North of the town- Avon Valley- is over-subscribed. DS7 fails to meet NPPF Paragraph 72. Air quality and traffic congestion issues arising from commuting from the North of the town to the South.	DS7 should allocate space for a secondary school in the North of the town. There could be a partnership between the EFA and landowner to share costs/mitigate costs.	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.

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1418	Jonathan Bennett	NA	NA	DS7	<p>Building 6,000 houses surrounding Dunchurch whilst most employment is in the North of the town and Coventry is unsustainable. Developing to the North of Elliot's Field would be more appropriate due to its position close to transport links and employment provision. The North of Rugby needs a secondary school as the existing situation creates additional traffic congestion. This would be more environmentally sustainable.</p>	<p>DS7 should allocate space for a secondary school in the North of the town. Land to the North of Elliot's Field should be developed.</p>	<p>Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.</p>
1419	Klaus Smith	NA	NA	DS7	<p>DS7 is inconsistent with NPPF paragraphs 30, 37 and 72. Only one secondary school to the North despite there being four to the South. Commuting across town for schooling will increase congestion.</p>	<p>DS7 should allocate space for a secondary school in the North of the town. Land to the North of Eliot's Field should be developed.</p>	<p>Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.</p>

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1420	Michelle Lines	NA	NA	DS7	The proposed secondary free school at Rokeby Fields would generate in excess of 1,000 cars and the local infrastructure could not cope. There is a mismatch between the amount of proposed development to the North and the lack of proposals for any schooling provision. In January 2016, RBC said there was no need for a new secondary school to the south of the town, why the change in Policy? DS7 is inconsistent with NPPF paragraphs 37 and 72.	DS7 should allocate space for a secondary school in the North of the town.	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.
1421	Margaret Miller	NA	NA	DS7	From a freedom of information request there are unfilled spaces in established schools. There is a substantial existing impact. Most of the development is in the North of Rugby yet the schools are in the South.		Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.

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1422	Mike Whittaker	NA	NA	DS7	Concern over the proposed enlargement of Rokeby School. Questions raised on the impacts of the location in south Rugby and the implications for traffic flow through the centre of Rugby in particular air pollution at the Gyratory, the capacity of roads near the school and the lack of parking. Policy DS7 is unsound as it is inconsistent- it fails to meet the standard of National Planning Policy Framework paragraphs 37 and 72. DS7 should include an allocation for a secondary school.		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.
1423	Paul and Francine Bristo	NA	NA	DS7	1 secondary school in North Rugby and 5 in South Rugby. The nearest school- Avon Valley- is over-subscribed and much of Coton Park is out of its catchment area. Given the amount of development over the previous decade and that proposed, a secondary school is overdue. DS7 is inconsistent with NPPF paragraphs 37 and 72.	DS7 should allocate space for a secondary school in the North of the town.	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1424	Peter Rhoades	NA	NA	DS7	Concern regarding loss of Rokeby Sports Ground Field. There is an imbalance between 1 secondary schools in North Rugby- where much of the development is proposed- and 5 in South Rugby. Addressing the shortage of school places to the North would help address traffic congestion issues. Proposed school at Rokeby Fields would create congestion on Long Furlong and Anderson Avenue. DS7 is inconsistent with NPPF paragraphs 37 and 72.	DS7 should allocate space for a secondary school in the North of the town.	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.
1425	Phil Scott	NA	NA	DS7	No provision for schools to the North of the railway line despite poor air quality around Leicester Road, Mill Road/Murray Road, Corporation Street and the Gyratory System due to traffic congestion.	A new secondary school in the North of the railway line would decrease congestion, address air quality concerns and improve quality of life.	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.

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1426	Ralph Haywood	NA	NA	DS7	Bussing children from the North to the South for schooling is bad for child development and the environment. Insufficient open space provision has been allocated. DS7 is inconsistent with NPPF paragraphs 37 and 72.	DS7 should allocate space for a secondary school in the North of the town.	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.
1427	Sally Goodman	NA	NA	DS7	The plan should be re-considered to assess the impact of Brexit.	Provision for a new secondary school to the North of the town.	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.

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1431	Nick Dauncey (Jasbir Kaur)	WCC Highways	NA	DS7	<p>Reword 'Mitigation to M6 J1' in the IDP table to 'Full signalisation of M6 J1'. The following mitigation schemes which do not appear to be listed in the IDP but are identified in Table 1 of the STA also need to be included:</p> <p>Essential: M6 to Coton House Rugby Gyrotory</p> <p>Recommended: Hillmorton Road Pedestrian Crossing Leisure Centre Access Clifton Road/Lower Hillmorton Road roundabout Whitehall Road Pedestrian Crossing Butlers Leap/Clifton Road</p> <p>These developments will also be reliant upon the delivery of the Avon Mill/Hunters Lane improvement scheme and, if it is not fully funded at the time they come forward, contributions from them should be sought to aid delivery of this scheme.</p>		Proposed Appendix 3 Infrastructure Delivery Plan has been amended following consideration of this consultation response and the updated Strategic Transport Assessment (June 2017), as shown by modifications LP54.116-140.

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1448	Nick Small	Stagecoach	NA	DS7	<p>Stagecoach offers its renewed strong support for the principle of this proposed allocation. Not least its proximity to a very large concentration of existing and recently created employment north of the railway line, and the A-class uses at Leicester Road, mean that development here is least likely to add great pressure to the local highways network within the town. There are considerable opportunities for walking and cycling. There is also an inherent potential synergy in developing further homes here, where a greater critical mass of demand is anchored on a single obvious new high-quality bus corridor. However, the draft Plan remains unsound inasmuch as the very great opportunities presented by this allocation to address the opportunities to create a step change in local public transport accessibility have not been explicitly set out in the Plan, or its evidence base.</p>	<p>Policy in support of the draft allocation is currently inadequate to ensure that the unhelpful legacy of the past is addressed, and that the proposals themselves build on the opportunity to catalyse the extension and enhancement of the current service 10-12 corridor. It is therefore not compliant with NPPF paragraph 17 and paragraphs 29-35, and unsound.</p>	<p>Support for site allocation noted. Development proposals to implement this allocation are required by draft Policy DS7 to ensure provision of a direct, high quality public transport link between the site and Rugby train station and town centre to the south. Detail of how this will be delivered will be decided between the local planning authority, site promoters, public transport operators and the local highways authority and will be required as supporting information to any planning application for the site.</p>

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1509	Dr Gurav Joshi	NA	NA	DS7	DS7 unsound as inconsistent with NPPF. In particular fails to meet standard of NPPF para 37 on minimising journey lengths for travel to school and para 72 which requires a proactive approach to ensuring sufficient space for the new schools. Therefore DS7 should be improved by allocating space for a secondary school...		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.
1872	Rob Wells	Savills	Neyland Properties Ltd	DS7	Whilst we do not object to the proposed allocation at South West Rugby, we do object to policy requirement that fail to identify the need for the site to partially contribute to qualitative demand to provide smaller units within the borough which results in undue burden being placed on site DS4.1 through policy DS.7 to meet the Council's objective of providing such units.	The following should be deleted from the policy wording: "Employment development at this location will be provided to meet the qualitative demand for smaller units in the range of 5,000 – 50,000sq. ft., in B1c, B2 and ancillary B8 employment uses."	It is considered that the site at Coton Park East offers the most suitable employment land opportunity, in addition to redevelopment opportunities on existing employment sites, for smaller units to accommodate a mix of B uses in order to help meet a qualitative need as identified in the Rugby Employment Land Study (2015). This is especially in light of the much larger land requirement identified for B8 uses that can more suitably be delivered at the South West Rugby allocation.

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1875	Michelle Simpson-Gallego	Pegasus Planning	AC Lloyd / Persimmon	DS7	Housing and employment allocation welcomed at Coton Park East; additional 4ha of employment land should be allocated as this would assist in bringing forward the smaller units referred to in Policy DS7.	Wording of the policy should be sufficiently flexible to take account of viability and demand for units in this location. Finite amount of land exists next to the motorway and it is paramount that sites in this location are prioritised for the types of industries that benefit most from accessible locations such as Coton Park East.	The overall employment land target for Rugby Borough of 110 hectares is considered to be justified by the Rugby Employment Land Study (2015) and includes flexibility above the minimum land requirements calculated from jobs growth and labour supply forecasts and past take-up projections. The Local Plan sets out how completions, existing supply and proposed new allocations meet this target and therefore no further employment land allocations are considered necessary, in particular at the risk of unbalancing the alignment of housing and employment delivery in the plan.
2003	Michael Whittaker	NA	NA	DS7	1 secondary school in North Rugby and 5 in South Rugby. The gyratory already exceeds government standards for air pollution which traffic going from North to South will exacerbate. Roads around Rokeby School too narrow for cars and coaches twice daily with no areas for additional parking. DS7 is inconsistent with NPPF paragraphs 37 and 72.	DS7 should allocate space for a secondary school in the North of the town.	Detail of infrastructure to be provided to support local plan growth is contained in the IDP which is a live document and has been updated by modifications LP54.116-140. Specifically LP54.136 outlines a requirement for financial contributions from the Coton Park East allocation to secondary school provision to the north of Rugby based on the needs arising from the site itself. Discussions are at an advanced stage between the Borough Council, County Council Education department, the Education Funding Agency (EFA) and landowners/site promoters to identify a site to the north of Rugby that the development of Coton Park East will contribute to.
2120	Michelle Simpson-Gallego	Pegasus Group	Peter Drakesford	DS7	Allocation of Coton Park East is supported.		Support noted.

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2150	Michelle Simpson-Gallego	Pegasus Group	Lioncourt Homes	DS7	The allocation of land at Coton Park East is supported.		Support noted.
2237	Bill & Chris Bewick	NA	NA	DS7	We would like to object to any further development to land North of the M6 junction 1. We object to the Moto Services proposal, and any other large scale developments, such as more warehousing, etc. etc. The A426 IS ALREADY A NIGHTMARE for the people of Churchover. With EXISTING new developments taking place, the road will come to a standstill. I think the people of Churchover have had to stand enough planning applications.		The STA June 2017 updated the September 2016 STA to include a specific Leicester Road (A426) model and has incorporated updated travel to work assumptions, junction counts and queue surveys, to identify the strategic transport infrastructure and relevant mitigation schemes to support the Local Plan growth proposed. The Moto Services proposal is a current planning application and is not a proposal within this local plan.
922 or 1509	Dr G R Joshi	NA	NA	DS7	DS7 unsound as inconsistent with NPPF. In particular fails to meet standard of NPPF para 37 on minimising journey lengths for travel to school and para 72 which requires a proactive approach to ensuring sufficient space for the new schools. Therefore DS7 should be improved by allocating space for a secondary school...		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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
10	Timothy Back	NA	NA	DS8	<p>Concern in relation to the proposed scale of development, warehousing proposal and lack of infrastructure, no improvement to existing bottlenecks i.e. Blue Boar flyover A45/A4071 junction, Dunchurch crossroads or the gyratory system and further out congestion at Princethorpe- which new development will exacerbate; HGVs would have to use the Western relief road joining onto the Leicester Road to access the M6 and A14 despite Leicester Road already being at capacity with shoppers, HGVs and commuters- Rugby will come to a standstill; Thurlaston is a Conservation Area yet allowing a distribution centre 300 metres from it doesn't seem sensible; concerned that developers have already priced buildings and started advertising before the plan is approved and planning permission granted; DS8 states Cawston Woods to be a Conservation Area yet will be surrounded by housing which is confusing; building infrastructure after 30% of houses have been completed will lead to gridlock; housing should be located nearer to where people work;</p>		<p>No changes required. The Local Plan has been informed by an STA undertaken by Warwickshire County Council and consultation has taken place with Highways England, which has identified the strategic requirements to support the Plan. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. The STA June 2017 identifies that there would be a reduction of traffic flows at Dunchurch cross roads. Historic England's consultation response does not highlight concern of the impact of the development on Thurlaston Conservation Area though it does highlight that further evidence is required than provided by the brief commentary in the draft SPD which accompanied the Plan prior to the submission of any planning application for the site.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
11	Susan Waddington	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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14	Wendy Makinson	NA	NA	DS8	Concern in relation to loss of visual and recreational amenity from open countryside; Ashlawn Road busy at all times of day; green space eases asthma and depression; warehousing an eyesore which provides little for jobseekers; agreement with Daventry District Council that greater consideration should be given to developing brownfield land before committing so much land to open countryside to housing;	Remove Ashlawn Fields from DS8	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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period. The measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
14	Wendy Makinson	NA	NA	DS8	Existing congestion around Dunchurch, Ashlawn Road and Hillmorton Road which school traffic exacerbates; Dunchurch's air quality has been proven to be appalling as it must be at Cock Robin roundabout and Ashlawn School; new houses at Bilton grange and Ashlawn Road mean Rugby will grind to a halt; DS8 unsound as inconsistent with NPPF Paragraph 30 (congestion) and 124 (air quality). Congestion issues on gyratory system- bussing schoolchildren from the North of Rugby to the South West is inappropriate; pollution is high and	Remove DS8	STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. The gyratory system was assessed as part of the STA; Warwickshire County Council has not identified the gyratory as a constraint on development. Housing developments at Bilton grange and Ashlawn Road have been subject to a separate Planning Application process with appropriate assessments made. School site allocations are the responsibility of Warwickshire County Council education.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
14	Wendy Makinson	NA	NA	DS8	<p>health services cannot cope;</p> <p>Concerns in relation to building on fields between Cawston and Dunchurch; Dunchurch needs to maintain green spaces; Southam has proposed development which will impact traffic in Dunchurch, concern in relation to gas, water and electricity supply;</p>	Remove Ashlawn Fields from DS8	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Infrastructure requirements will be finalised through consultation with the relevant agencies.</p>
19	Brian Coleman	NA	NA	DS8	<p>Research is out of date; data used and is not thoroughly validated. Does not take account of Brexit. Warehousing does not guarantee employment on a significant level since it moves to more automation therefore reducing the need for employees. It will be a blot on the landscape and even more congestion in a 'green' area adjacent to conservation areas. No evidence of an effective transport/travel plan. Based on the western relief road build and the standard of the Cawston Estate infrastructure no confidence that the proposals will be effective. The process of homes/development constructed first then infrastructure at some point in the future is not a good business model for development.</p>	<p>Work to a Government policy that reflects to a current developing situation i.e. post Brexit that reflects not only the majority of the population but also the homeless of the area; use current data; and validate data e.g. traffic data from complementary sources, aerial etc. Take into account "new" A45/M45 roundabout and blue boar junction. The use of NTEM (and particularly NTEM6.2) is outdated. "Trip rates" involve a flawed process should use NTEM7 along with Land Use</p>	<p>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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. WCC Education</p>

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						Transport Interaction Model.	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. 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.
30	John Watts	NA	NA	DS8	Traffic in Rugby at peak times is horrendous; Gyrotory and Dunchurch crossroads are particularly bad and already breach air quality regulations. Traffic queuing at junction of Leicester Rd/Newbold Rd also bad. Policy DS8 is unsound as fails to meet NPPF para.30 and 124. Policy DS8 is also unjustified, greater consideration should also be given to brownfield sites before using countryside for new housing.	Delete Policy DS8	STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. The gyratory system was assessed as part of the STA; Warwickshire County Council has not identified the gyratory as a constraint on development. Improvements have been identified along the Newbold Road. 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.

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31	D Massie	NA	NA	DS8	Countryside within the area should not be built on whilst the developers are NOT taking advantage of the planning permission that has already been granted for the Most Site.		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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.
31	D Massie	NA	NA	DS8	Field behind home has many species, these animals are not being considered as required by NPPF para 114-119		WCC Ecology has been fully engaged, as have the WWT with further assessments to be made during any future Planning Application phase and any appropriate mitigation measures identified.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
31	D Massie	NA	NA	DS8	DS8 is unjustified. Agree with Daventry District Council that greater consideration should be given to accelerating development of brownfield sites before committing so much countryside to housing.		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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32	F Matthews	NA	NA	DS8	DS8 contrary to para 30, 34, 37, 95, 120 and 124 of NPPF. Levels of traffic congestion and air pollution generated would be utterly unsustainable.	Delete DS8	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
32	F Matthews	NA	NA	DS8	DS8 contrary to paragraphs 57, 58, 69, 70, 73 and 74 of NPPF. If DS8 implemented would be catastrophic for open spaces, wildlife habitat and general quality of life.	Delete DS8	Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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.
32	F Matthews	NA	NA	DS8	DS8 contrary to 17 and 58 of the NPPF. Character of historical villages would be totally destroyed if DS8 implemented.	Delete DS8	DS8 will be supported by the SPD which will contain a development framework masterplan that will detail the buffer between Dunchurch and Rugby. All planning applications will be tested against the Local Plan policy SCD1 and SDC3.

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38	D Paine	NA	NA	DS8	<p>DS8 inconsistent with NPPF para 123. DS8 will significantly increase noise pollution and impact on health and quality of life as a result of proposed development. DS8 inconsistent with NPPF para 30. Fails to address significant increases of thousands of additional vehicles impacting on the local community which will cause chronic traffic congestion. DS8 inconsistent with NPPF para 120 and 124. Fails to address significant implications to public health by air pollution from excessive levels of exhaust emissions generated from thousands of additional vehicles as a result of this proposed development.</p>		<p>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. 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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39	G Hopkins	NA	NA	DS8	DS8 inconsistent with NPPF para 120 and 124. DS8 fails to address significant implications of public health by air pollution from excessive levels of exhaust emissions generated from thousands of additional vehicles as a result of this proposed development.	Delete DS8	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. 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). STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
39	G Hopkins	NA	NA	DS8	DS8 inconsistent with Para 30. DS8 fails to address the significant increases of thousands of additional vehicles impacting on the local community, which will cause traffic congestion.	Delete DS8	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. 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).

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
39	G Hopkins	NA	NA	DS8	DS8 inconsistent with NPPF para 123. DS8 will significantly increase noise pollution and impact on health and quality of life as a result of this proposed development.	Delete DS8	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. 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).

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46	G Goodwin	NA	NA	DS8	<p>Air quality in Dunchurch area has become progressively worse. In the evenings traffic already regularly backs up. Increasing congestion and air pollution throughout the village with centre already above the state EU standards. Traffic blocks access and highway safety fears. Dunchurch village infrastructure can't accommodate further increase in traffic or pollution. DS8 unsound as inconsistent with NPPF 30 and 124. Plan should be improved by dropping this policy.</p>		<p>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. 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).</p>

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48	G C Jones	NA	NA	DS8	<p>Object to development in and around Dunchurch. 1: Pollution - Air quality in Dunchurch already exceeds EU recommended maximums. More houses mean more cars and therefore more pollution. This is of major concern for the young on their way to school and those residents with respiratory health issues. 2: History - Dunchurch is an old village with significant history. Plan to build so many houses will inevitably lead to erosion of Dunchurch's identity as a village. 3: Traffic congestion - At school hours in particular, the Centre of Dunchurch has traffic queues. More houses mean more cars equals longer traffic jams.</p>		<p>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. 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). DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
48	G C Jones	NA	NA	DS8	<p>Object to development in and around Dunchurch. 1: Pollution - Air quality in Dunchurch already exceeds EU recommended maximums. More houses mean more cars and therefore more pollution. This is of major concern for the young on their way to school and those residents with respiratory health issues. 2: History - Dunchurch is an old village with significant history. Plan to build so many houses will inevitably lead to erosion of Dunchurch's identity as a village. 3: Traffic congestion - At school hours in particular, the Centre of Dunchurch has traffic queues. More houses mean more cars equals longer traffic jams.</p>		<p>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. 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). DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>
52	D Clark	NA	NA	DS8	<p>DS8: Village of Dunchurch becomes a satellite of Rugby like other two villages. Again Fire and Rescue provision</p>		<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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53	Anne Pilling	NA	NA	DS8	DS8 contrary to NPPF 57, 58, 69, 70, 73, 74,109,114-119 and 112. Lime Tree Retirement village is surrounded by open land, woods, wildlife and security. Would result in the loss of habitats for species and recreation opportunities that can be experienced in the rural area. Housing is needed but should be within limits, so we don't get too much extra pollution, noise and light.	Delete policy DS8	WCC Ecology has all been fully engaged in the development of the Local Plan. 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
72	Samantha Barnes	NA	NA	DS8	Concern in relation to threat to countryside and encroachment on open space and subsequent traffic congestion, air and noise pollution, lack of local facilities and a threat to wildlife;	Delete DS8	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. The highways network was assessed as part of the STA; Warwickshire County Council has not identified the highways network as a constraint on development. The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage.

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74	Colin Wiles	NA	NA	DS8	DS8 will create unnecessary traffic congestion to the area and is contrary to para 30 of the NPPF		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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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.
86	Martin Elson	NA	NA	DS8	DS8 contravenes NPPF Paragraph 112 on agricultural land. The land is high quality as potato's, oil seed rape and wheat are grown. DS8 contravenes NPPF Paragraph 101 as the site is liable to flooding. Environment Agency states area is at medium risk of flooding- which	Land behind Montague Road should be removed from the Local Plan.	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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a

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					<p>housing development would exacerbate. DS8 inconsistent with NPPF Paragraph 124 (air quality). Concern raised in relation to Dunchurch crossroads being a AQMA. Approx. 50% traffic between Rugby and Southam Roads, 20% Daventry Road and 30% Coventry Road. The proposed spinal road will have little impact on the existing traffic flow as approx. 70% of users will still have to access the Dunchurch Crossroads. 5,000 new homes would result in 10,000 extra cars- increasing traffic pollution in Dunchurch. Cock Robin Wood should be protected by a 30 metre buffer and given the same status as Cawston Wood. DS8 inconsistent with NPPF Paragraph 30. As above, plus: RBC admits no traffic analysis been undertaken for Dunchurch but rely on traffic data from Warwickshire County Council. DS8 and DS9 will cause severe congestion in Dunchurch with the spinal road being ineffective.</p>		<p>Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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. 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). STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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88	S Purcell	NA	NA	DS8	Loss of productive agricultural land when food security is a concern; current and proposed sites already meet Boroughs obligations; infrastructure already under strain-hospitals, GPs, schools etc.; contrary to NPPF Paragraphs 30 (reducing traffic congestion) and 124 (air quality); unacceptable additional traffic lanes on the Ashlawn Road, Barby Road/Hillmorton junction; Rugby unable to offer employment for additional population resulting in additional commuter traffic; bus access from existing estate to Ashlawn road will create a 'rabbit run'; development of brownfield sites before countryside.		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. The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage. The Local Plan seeks to allocate 110 hectares of employment land based on a number of factors such as average rates of past employment land take-up. The road network was assessed as part of the STA; Warwickshire County Council has not identified these areas as constraints on development.
89	H Massie	NA	NA	DS8	DS8 unjustified as it conflicts with para 112 of the NPPF as needlessly takes agricultural land.		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.
89	H Massie	NA	NA	DS8	DS8 unjustified as it conflicts with para 112 of the NPPF as needlessly takes agricultural land.		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.

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101	Nicola Blundstone	NA	NA	DS8	Rugby could not cope with the additional houses planned. Concern medical provision insufficient. Insufficient thought gone into Planning Policy; traffic levels already unreasonable and risks lives; contrary to NPPF Paragraphs 30, 120-124. Rugby will be unable to cope with traffic levels; GP services will be affected detrimentally; Additional roads required	Delete Policy DS8	The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage. Impact of development on road network has been assessed as part of the STA. The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage.
102	Richard Cambell	NA	NA	DS8	DS8 does not conform with NPPF para 101	Delete DS9	Comment noted. The Local Plan does conform with para 101 of the NPPF. DS8 is almost entirely located in Flood Zone with a small area located in Flood Zone 2. The framework masterplan contained within the SPD will ensure that master planning and subsequent planning applications will address this. No amendment suggested.

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102	D Couzens	NA	NA	DS8	DS8 unsound. Inconsistent with NPPF 30 and 124. Therefore local plan should be improved by dropping this policy.		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. 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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
110	Paul Goodwin	NA	NA	DS8	Existing congestion at Dunchurch crossroads with traffic backing up to the M45 bridge with associated air pollution issues in breach of EU standards; queuing traffic blocks access to drive with associated road safety risk of rear end collision; DS8 not compliant with NPPF Paragraphs 30 (congestion) and 124 (air quality)	Remove DS8	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. 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). STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.

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111	Melesina Goodwin	NA	NA	DS8	Concerns in relation to traffic congestion and resulting air pollution. Queuing traffic backs up along the Southam Road unto the M45 bridge. DS8 is not compliant with NPPF paragraph 30 (congestion) and 114 (air pollution).	Remove DS8	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. 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). STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.

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118	Margaret Couzens	NA	NA	DS8	DS8 is inconsistent with NPPF Paragraph 30 on congestion and paragraph 124 on air quality	Remove Policy DS8	<p>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. 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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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144	Richard Howarth	NA	NA	DS8	<p>DS8 contravenes NPPF Paragraphs 30, 34, 37 and 95 in relation to avoiding excessive car journeys; scale of development on green fields unsustainable; DS8 not close to railway or retail; DS8 supporting documents do not make clear number of car journeys that will be generated; DS8 unsound as no scrutiny of consultants evidence; greater development of brownfield sites needed; DS8 contrary to NPPF Paragraph 112 (agricultural land), 57, 58, 69, 70, 73 and 74 (threat to open spaces and 114-119 threats to birds and plants;</p>	Delete DS8	<p>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. The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Impact of development on road network has been assessed as part of the STA.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
145	Margaret Threader	NA	NA	DS8	Concern in relation to the loss of countryside. Insufficient community facilities provided as per NPPF Paragraph 70.		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.
146	F White	NA	NA	DS8	Most of land included is agricultural. This will disappear if the development goes ahead. We need agricultural land to grow food.	Delete DS8	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.
146	F White	NA	NA	DS8	All the extra housing must lead to excessive car journeys along the B4642 towards the M6 and in the other direction.	Delete DS8	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.

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146	F White	NA	NA	DS8	B4642 takes great deal of traffic. Extra housing will mean more journeys into Rugby Town Centre and Elliott's Field. Congestion leads to pollution which is bad for health.	Delete DS8	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.
146	F White	NA	NA	DS8	Plan does not comply with NPPF para 70 as no effort made to add additional land required for the Old Laurentians to remain and expand their sports facilities. Well used by the local community and its events are attended by many. Already approved plans at the Mast and Gateway sites. HT shows only 40% of Mast Site and 70% Gateway being constructed. HS2 - Work on providing local health and social care currently and in the future needs to be completed before developing further building plans. Current levels of pollution in Dunchurch lie outside of safe EU limits and situation continues to determinate (para 124).		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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

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					Up to date highway authority traffic assessment (para 30) should be completed for Rugby.		details will be finalised at the Planning Application stage. STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. 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.
146	F White	NA	NA	DS8	At present much of the area is pastoral and residents enjoy waling in the countryside. The landscape will become an urban sprawl of the developments.	Delete DS8	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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.

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146	F White	NA	NA	DS8	Recent report stressed dangers of air pollution caused by cars. Increase in cars on B4642 over past year. Housing planned will have a detrimental affect which could be a cause of ill health for residents.	Delete DS8	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.
146	F White	NA	NA	DS8	Increased traffic will cause more pollution. B4642 is noisy at present in the morning and afternoon/evening. Increased noise detrimental to the health of residents.	Delete DS8	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.

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146	F White	NA	NA	DS8	Developments will change the character of Bilton and Dunchurch with more people and more traffic.	Delete DS8	<p>The approach taken to determining the residual housing need and annual targets ensures deliverable growth across the plan period. It is also an acceptable approach, in particular within the HMA. 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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>
146	F White	NA	NA	DS8	Plan does not comply with NPPF para 70 as no effort made to add additional land required for the Old Laurentians to remain and expand their sports facilities. Well used by the local community and its events are attended by many. Already approved plans at the Mast and		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. WCC Education and Highways,</p>

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					<p>Gateway sites. HT shows only 40% of Mast Site and 70% Gateway being constructed. HS2 - Work on providing local health and social care currently and in the future needs to be completed before developing further building plans. Current levels of pollution in Dunchurch lie outside of safe EU limits and situation continues to determinate (para 124). Up to date highway authority traffic assessment (para 30) should be completed for Rugby.</p>		<p>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. STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. 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.</p>

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147	G Wilson	NA	NA	DS8	<p>DS8 unsound as inconsistent with national planning policy. Fails to meet NPPF para 30 on reducing traffic congestion and para 124 on air quality. Plan should be improved by dropping policy. DS8 unjustified. Agree with DDC that greater consideration should be given to accelerating development of brownfield sites before committing so much countryside to housing. Therefore local plan should be improved by dropping this policy.</p>	Delete DS8 from Plan	<p>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. 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).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.</p>

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148	G and E Olnier	NA	NA	DS8	DS8 unjustified. Greater consideration should be given to accelerating development of brownfield sites. Therefore local plan should be improved by dropping this policy. Fails to meet NPPF paras 109 and 57.	Delete DS8	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.
148	G and E Olnier	NA	NA	DS8	DS8 unjustified. Greater consideration should be given to accelerating development of brownfield sites. Therefore local plan should be improved by dropping this policy. Fails to meet NPPF paras 109 and 57.	Delete DS8	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.
151	Margaret Sherman	NA	NA	DS8	Rugby is accommodating housing which should be allocated to Coventry. Concern in relation to a loss of agricultural land, potential for flooding and increased congestion in Dunchurch. St Cross Hospital cannot cope with the population increase.		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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). The STA June 2017 updated

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							<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. All relevant service providers have 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.</p>

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196	Stephen Grant	NA	NA	DS8	<p>Object to the proposed development of 5,000 houses in and around Dunchurch which will be swallowed up and the character lost. Dunchurch already suffering from traffic and air pollution problems the new development will make it worse, and with Lodge Farm traffic coming through the village.</p> <p>Fails NPPF para 30 on reducing traffic congestion and para 124 on air quality. Before any surrounding housing development there should be a pre-requisite with absolute and firm commitments for alternate roads to protect and bypass Dunchurch. This also goes for Schools, Doctors and infrastructure in general. Road delivery at 15000 homes too late. Loss of fields and natural habitat. Not opposed to small scale development. Not taken effect of Brexit into account.</p> <p>GLHearn not independent in producing SHMA. Government guidance requires as worked on 600 home development in Cawston.</p>	<p>local plan should be improved by dropping this policy</p>	<p>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 STA clearly shows the mitigation achieved by the south west link road against the impacts on the Dunchurch crossroads reducing congestion and improving air quality. 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). This demonstrates the specific timing as evidenced in the STA when the mitigation is required.</p>

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284	Pete Warren	NA	NA	DS8	Increasing traffic congestion at Dunchurch crossroads as existing with associated air pollution issues which proposed developments will exacerbate; road safety concerns; DS8 unsound as inconsistent with NPPF Paragraph 30 on reducing congestion and Paragraph 124 on reducing air quality;	Remove DS8	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation demonstrating that congestion and as a consequence air quality is improved. No change recommended.

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285	Leanne Warren	NA	NA	DS8	<p>Objection to DS8 on the basis that it would put a strain on infrastructure, loss of agricultural land, erode the character of the village, increase congestion and worsen air pollution. Concerns about highway safety.</p>	<p>DS8 and DS10 should be dropped</p>	<p>The Local Plan has been informed by an STA undertaken by Warwickshire County Council and consultation has taken place with Highways England, which has identified the strategic requirements to support the Plan. DS9 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. The STA June 2017 identifies that there would be a reduction of traffic flows at Dunchurch cross roads. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. No change recommended.</p>

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287	Claire Jones	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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). The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, No evidence that dispersed allocations will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>These proposals are ludicrous and unmanageable. This area is not able to sustain such planning and will devastate an area of beauty, history and interest. We need to promote Rugby and its surrounding villages to create tourism and interest not as a massive suburban area of no worth.</p>		<p>Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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287	Claire Jones	NA	NA	DS8	<p>DS8 fails to meet the standard of National Planning Policy Framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality. Southam Rad has continuous flow of traffic. It is unsafe and unhealthy. It is constantly congested at present, without extra traffic resulting from the building of unnecessary housing. Existing congestion issues Potsford Dam roundabout, A4071/straight mile and dun cow with the mitigation at the cross road causing a bottle neck further up. Don't need more houses especially in light of Brexit.</p>	<p>Local plan should be improved by dropping this policy.</p>	<p>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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
297	Nina Martin	NA	NA	DS8	<p>Countryside between Cawston and Dunchurch is an asset which provides habitats for wildlife. Planning permission has already been granted for the mast site, whereas DS8 does not protect the character of Bilton and Dunchurch. Agreement with Daventry District Council that brownfield sites should be developed first.</p>	Remove Policy DS8	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
300	G J Morris	NA	NA	DS8	<p>Question wisdom of wholesale changes to the character of Rugby and so much of the countryside being sacrificed. Plan unsound as not prepared in line with latest changes in circumstance, not justified, not effective and not consistent with national policy. Also not legally compliant. DS8 unjustified. Agree with DDC that greater consideration given o accelerating development on brownfield land before committing so much countryside to housing. Local Plan should be improved by dropping this policy. Unfair that such a high percentage of the total development on to the South West area. Representation applies to many parts of the NPPF where further consideration must be given. E.g. Avoid traffic congestion (Para 30), avoid excessive car journey's (30, 34, 37, 95), avoid air pollution (120, 124), Character of settlements (17, 58), Garden Village lacks community support (52), Threat to open spaces (57, 58, 69, 70, 73, 74), Threat to landscape (109), threat to agricultural land (112), threat to flooding (93-104), Noise pollution (123).</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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. Proposed Appendix 3 Infrastructure Delivery Plan and DS9</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>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. DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
303	Simon Ward	NA	NA	DS8	<p>Dunchurch already had its share of homes. Any further developments will destroy the green fields nearby and with it the quality of life for residents and visitors to Dunchurch. Understand homes need to be built but infrastructure cannot take anymore. Must protect the natural environment between existing town and villages. To extend further around Dunchurch will massively increase pollution levels. Virtually every new household will have at least one car, despite any lip service developers may pay with bus stops. Traffic levels are already too high around and through the village. DS8 fails to meet NPPF para 30 & 124. Also concerned about GL Hearn are not independent in this processes as they also work for developers. Any proposals have to be seen to be fully independent and for this reason alone they must be rejected.</p>	<p>The local plan should be improved by dropping this policy.</p>	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.</p>

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308	Paul Greenwood	NA	NA	DS8	<p>The proposed level of housing is too high as almost 7,000 dwellings (50 Bilton Grange, 1,500 Lodge Farm and 5,000 South West) equate to approx. 25,000 more people and 10-20,000 cars. Concerned that as existing congestion and highway safety are issues in Dunchurch. Risk of coalescence between Cawston, Dunchurch and Rugby as the proposed size of the development is equivalent to a small town. Dunchurch crossroads already operating over-capacity and pollution at Dunchurch in breach of regulations; No justification as to why Rugby is taking Coventry's need. Questions over the data behind the SHMA. Agreement with Daventry District Council that further consideration should be given to accelerating the development of brownfield sites, Pollution survey conducted at Dunchurch crossroads found it to be the most polluted area in the Borough. The junction is already running over-capacity with air pollution at dangerous levels.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. Both WCC highways and the</p>

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							HE were fully engaged in the production of the STA. The measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
312	Michael Greenwood	NA	NA	DS8	<p>Heritage value of Dunchurch does not seem to have been taken into account. Dunchurch's population has grown considerably between the last census periods and the additional impact of 50 dwellings at Bilton Grange, 1,500 proposed for Lodge Farm and the 5,000 in the Southwest, which is unacceptable. Concerns about significant congestion, highway safety and air quality issues. Agreement with Daventry District Council that greater emphasis should be placed on developing brownfield sites.</p>	Remove Policy DS8	<p>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.</p> <p>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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
333	G Varnish	NA	NA	DS8	<p>Objections in relation to traffic and house as well as development s for the village of Dunchurch. Increase in traffic over time and difficulty entering main Rugby Road from driveway in the face of continuous traffic in both directions, Standstill at school entry times. Also worried about the health issues from air pollution on this road. Traffic funnelling on and off the proposed spine road, with the proposed roundabout and Lion Farm, will use stretch of road outside our house. If proposed housing is built, in addition to the planned warehouse area the volume of traffic will be catastrophic. Highway safety issues.</p>		<p>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. 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).</p>

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333	G Varnish	NA	NA	DS8	<p>Objections in relation to traffic and house as well as development s for the village of Dunchurch. Increase in traffic over time and difficulty entering main Rugby Road from driveway in the face of continuous traffic in both directions, Standstill at school entry times. Also worried about the health issues from air pollution on this road. Traffic funnelling on and off the proposed spine road, with the proposed roundabout and Lion Farm, will use stretch of road outside our house. If proposed housing is built, in addition to the planned warehouse area the volume of traffic will be catastrophic. Highway safety issues.</p>		<p>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. 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).</p>

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353	A Mcveigh	NA	NA	DS8	<p>Plan offers no benefit to the residents of Rugby which already has overstretched infrastructure, inadequate roads provision due to out of date modelling and the destruction of rural amenity before other opportunities have been exhausted. Plan does not respond to Rugby needs, build rate will never be achieved, goes beyond the objectively assessed needs and inflexible to respond to changes such as Brexit. SW employment site will result in increased traffic, very few jobs and a blot on the landscape. Already several logistic parks in better locations to the north of rugby and no evidence of need for logistics to the south which has inadequate road access to the north and west. SW would be better served by office development that is low level complementing warehousing. There is conflict between DS8 and the draft SW masterplan. Reduce the scale of housing, improve infrastructure and provide more employment opportunities</p>		<p>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. 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.</p>

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357	D Seager	NA	NA	DS8	<p>RBC has stated they would not approve of actions which would worsen the pollution, which at Dunchurch crossroads is already too high. How therefore do the proposed plans fit in with this stance? Local Plan proposals will significantly increase the amount of cars and lorries travelling through the village. Children all walked to the village schools but now the health of those who currently walk is being put at risk. Urge rejection of plan taking into account especially loss of farmland, quantum of development and lack of any appropriate infrastructure proposals or guarantees. Urge support of extension of consultation period to allow at least 12 weeks. Time scale not fair or proportionate considering the scale of the proposed developments. DS8 and DS10 conflict with NPPF para 112 as both needlessly take agricultural land.</p>		<p>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. 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.</p>
359	Jake Corrigan	NA	NA	DS8	<p>Policy DS8 is unjustified - greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing. Reasons for believing the plan is unjustified are: - SHMA consultants cannot be considered independent or impartial as have strong commercial interest</p>	Delete Policy DS8	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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					<p>in proposed development. Population projections have been used as forecasts contrary to NPPF.</p> <ul style="list-style-type: none"> - Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so - why should Rugby take 2,800 dwellings on behalf of Coventry. - Particular concern over Dunchurch crossroads as air pollution in this area exceeds EU limits. Noise pollution is also very evident. Dunchurch is a conservation village and needs protection. Traffic rat-running and congestion from 5,000 homes will cause chaos. - Population projections are unstable, low net migration is the government's objective. A massive over supply of housing to labour requirements will either increase local unemployment or increase commuting. Warehousing as local industry is poorly paid. - Schools are shown on plan but what about surgeries, hospitals, dentists etc. - these are seriously overwhelmed at the moment. Plan does not seem to consider protection of local bridleways and footpaths. 		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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							<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. 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). STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>
365	E Williams	NA	NA	DS8	Objector to SW Rugby overspill.		<p>Comment noted. However, 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.</p>

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365	E Williams	NA	NA	DS8	Often queues getting round the gyratory, especially since its improvement. Dunchurch is often at standstill. Dangerous driving in and out of the Southam Road and Daventry Road due to Parked Cars and speed of vehicles. Traffic queues. Safety issues.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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).

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365	E Williams	NA	NA	DS8	Deterioration in air quality. Dangerous volume of traffic.DS8 unsound as it is inconsistent with national planning policy. In particular fails to meet the standard of NPPF para 30 and para 124. Therefore local plan should be improved by dropping this policy.		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. 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.
366	Paul Foster	NA	NA	DS8	Objection to proposed allocation of 5,000 dwellings as small scale infill development could ruin the character of Dunchurch whilst development on this scale would overwhelm the village; siting of proposal ill-considered owing to loss of amenity; Dunchurch needs a buffer to prevent coalescence with Rugby; intolerable demand on public services and infrastructure;	Development should be spread more equally across villages within the Borough	DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. DS8, DS9 and the IDP contain mitigation informed by stakeholder engagement with the relevant service providers, to limit the impact on existing services. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
368	Thomas Smith	Woodlands Residents Association	NA	DS8	DS8 needlessly takes agricultural land contrary to NPPF Paragraph 112	Delete DS8	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.
369	Joan Waite	NA	NA	DS8	Traffic in this area is already congested; Bilton and Dunchurch road are regularly congested. The congestion at Bilton and Woodlands Estate is exabborate by 5 schools in that area leading to large numbers of buses and huge numbers of cars. Floods to the back of Montague Road both field and part of house gardens every winter. I believe Policy DS8 in inconsistent with the NPPF para 101 banning local authorities from zoning areas for housing if there are reasonable available sites.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
370	Pamela Brockway	NA	NA	DS8	DS8 inconsistent with NPPF Paragraph 101 no development allowed within a flood plain. Adding roads, asphalt and housing behind Montague Road will add to the risk of flooding; fields behind Montague Road flood on a regular basis with residents gardens flooded resulting in the fire brigade being called out,	Delete DS8	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.

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371	Anne Barnes	NA	NA	DS8	<p>DS8 would cause unnecessary noise pollution contrary to nappy para 123. DS8 threat to agricultural land contrary to NPPF para 112. DS8 needlessly causes excessive car journeys contrary to NPPF para 34, 37 and 95. DS8 needlessly causes air pollution by cars contrary to NPPF para 120 and 124. DS8 needlessly causes unnecessary traffic congestion contrary to NPPF para 30. DS8 is a threat to open spaces contrary to NPPF para 57,58,69,70,73 and 74</p>	Delete policy DS8	<p>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. The Local Plan has been informed by an STA undertaken by Warwickshire County Council and consultation has taken place with Highways England, which has identified the strategic requirements to support the Plan. DS9 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. The STA June 2017 identifies that there would be a reduction of traffic flows at Dunchurch cross roads and of air pollution as a consequence. DS8 requires retention of Cawston Spinney and appropriate provision of open space consistent with HS4 and NE3. As such the achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.</p>

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372	Kathleen Stubbs	NA	NA	DS8	Local plan and Policy DS8 will cause unnecessary traffic congestion and is contrary to para 30 of NPPF		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
373	George Sherring - Lucas	NA	NA	DS8	Local plan and Policy DS8 will cause unnecessary traffic congestion and is contrary to para 30 of NPPF		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

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399	Simon Campbell	NA	NA	DS8	Dwellings will be built on areas of open land. The plan will merge Rugby, Bilton, Cawston and Dunchurch into a massive urban sprawl leaving minimum public space. Central Dunchurch already suffers pollution therefore this development will only make this worse affecting the health of the residents. This will also increase traffic in this area. Local Plan is inconsistent with NPP and should not be allowed to be put into action.		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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.
400	Stephanie Campbell	NA	NA	DS8	DS8 inconsistent with NPPF. Tarmac and houses in-between Dunchurch and Rugby will not enhance natural environment. Valuable farmland and reduced public open space for reduced population. Dunchurch already suffers from very poor air quality from pollution. DS8 will increase this problem affecting health. DS8 size of small town will devastate identity of Dunchurch as a village. Unfair Dunchurch should be devastated by huge number of homes causes traffic problems, further demand stretched schools and medical facilities, as understand no clear plan to fund infrastructure and will not be undertaken until large number of homes are built. Unreasonable that rugby has to build	DS8 should not be allowed	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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country

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					2800 of Coventry growth.		planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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.
400	Stephanie Campbell	NA	NA	DS8	DS8 inconsistent with NPPF. Tarmac and houses in-between Dunchurch and Rugby will not enhance natural environment. Valuable farmland and reduced public open space for reduced population. Dunchurch already suffers from very poor air quality from pollution. DS8 will increase this problem affecting health. DS8 size of small town will devastate identity of Dunchurch as a village. Unfair Dunchurch should be devastated by huge number of	DS8 should not be allowed	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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).The SHMA has been produced consistent to the requirements of the NPPF and NPPG and has been found

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					<p>homes causes traffic problems, further demand stretched schools and medical facilities, as understand no clear plan to fund infrastructure and will not be undertaken until large number of homes are built. Unreasonable that rugby has to build 2800 of Coventry growth.</p>		<p>sound by the Inspectors of the Warwick and Coventry Local plans EiPs. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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.</p>

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401	Elaine Campbell	NA	NA	DS8	<p>The proposed plan will create a Urban Sprawl, NPPF Para 17 in its 12 core principles planning should "be a creative exercise in finding ways to enhance and improve the places in which people live" I fail to see how a Urban Sprawl can follow these recommendations. It also states that "contribute to conserving and enhancing the natural environment and reducing pollution". To build on Greenfields or useful farmland cannot possibly enhance the natural environment. With regards to reducing pollution central Dunchurch already suffers from high levels of pollution and this development will only make that worse. Pollution will be the effect of the planned 5000 central heating systems.</p>		<p>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. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>
402	Richard Campbell	NA	NA	DS8	<p>The proposed plan will create a Urban Sprawl, NPPF Para 17 in its 12 core principles planning should "be a creative exercise in finding ways to enhance and improve the places in which people live" The village already becomes congested at rush hour. Dunchurch is a bottleneck and causes pollution in excess of guidelines. It also states that "contribute to conserving and enhancing the natural environment and reducing pollution" I feel the loss of prime farmland and wildlife habitat will be fitted with Central</p>		<p>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. 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. The interim measures of an additional lane at</p>

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					<p>Heating further increasing pollution levels. Predictions and projections produced by GL Hearn are based on information drawn on pre Brexit. Also 2800 of housing are on behalf of Coventry.</p>		<p>Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
404	Thelma Beebee	NA	NA	DS8	Dunchurch lacks sufficient amenities to accommodate extra houses; pollution at Dunchurch crossroads already above acceptable levels which development will exacerbate; agreement with Daventry District Council that brownfield development should be accelerated; DS8 contrary to NPPF Paragraph 30 (air pollution) and 124 (air quality)	Remove DS8	The Local Plan has been informed by an STA undertaken by Warwickshire County Council and consultation has taken place with Highways England, which has identified the strategic requirements to support the Plan. DS9 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. The STA June 2017 identifies that there would be a reduction of traffic flows at Dunchurch cross roads and air quality. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period. No change recommended.
405	Rachel Binns	NA	NA	DS8	DS8 conflicts with NPPF Paragraph 112, needlessly taking agricultural land		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. No change recommended.
405	Rachel Binns	NA	NA	DS8	Recognise need for additional housing but objection to South West when permission for Houlton not being implemented (which is not good agricultural land surplus), Mast Site already has infrastructure to support development; DS8 unjustified- agreement with DDC	Remove DS8	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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the

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					<p>that brownfield development should be accelerated; Concerns in relation to additional traffic congestion and air pollution which already exceeds acceptable levels; traffic congestion at Dunchurch Road, the gyratory, Ashlawn Road, Cawston Road through to the A45 and Rugby Road- Rugby's roads cannot cope with an additional 5,000 houses; DS8 unsound as inconsistent with NPPF Paragraph 30 (reducing traffic congestion) and 124 (air pollution).Objection to Ashlawn Fields due to additional traffic congestion and associated air pollution issues; roads leading off Ashlawn Road heavily congested as existing; DS8 unsound as inconsistent with NPPF Paragraph 30 (reducing traffic congestion) and 124 (air pollution); IDP lacks sufficient mitigation; pressure on Cock Robin roundabout, Barby Road and Hillmorton Road junctions;</p>		<p>framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period. 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. 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). STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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405	Rachel Binns	NA	NA	DS8	Opposition to development of Ashlawn Fields due to loss of recreational space and agricultural land particularly when the Radio Station Mast Site is not being delivered; brownfield development should be accelerated;	Remove Ashlawn Fields from DS8	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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.

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412	M Camplin	NA	NA	DS8	<p>Concern over possible bias in the SHMA as it is alleged the consultants also worked with a developer looking to bring forward a development of 600 houses in the South West corridor. Projections treated as forecasts, contrary to government policy. Impact of Brexit has not been considered. SHMA overstates housing need, naive approach to links between people and jobs and commuting. MoU no justification why Rugby taking some of Coventry's Housing needs. Building 440 dwellings per annum increase of 55% almost impossible. Infrastructure plan vague, no costings. DS* would lead to coalescence of Rugby, Dunchurch and Cawston, poor transport links to town centre, loss of agricultural land, link road in S T A not until 1,500 houses built, putting further pressure on the Dunchurch crossroads already over-capacity, breaches EU Legislation on emissions.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of</p>

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							Warwick's local plan. No alteration proposed. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. No change recommended.
413	Alan Camplin	NA	NA	DS8	Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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

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					<p>and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>EiPs. The achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. Dunchurch junction: 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</p>

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							<p>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. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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.</p>

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414	Rowan Moore	NA	NA	DS8	<p>Limited reference to infrastructure & doesn't reassure that needs of development will be met. Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. SHMA opted for high level of housing requirement when uncertainty as to future housing need due to Brexit. Population projected to fall. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA (does not go beyond A45). Area needs to be extended to include villages around LF, DIRFT. STA does not take account of Lodge Farm.</p>		<p>Local Plan proposals for growth formulated on basis of Objectively Assessed Need. Policies have been included in relation to climate change and flooding. Comments noted although not considered to affect soundness of plan.</p>

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					<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable, will ruin Dunchurch historic centre. Unsound on air quality NPPF para 30 & 124.</p> <p>Re: Policy DS10 - no justification why greenfield site outside development strategy. No analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure. Increase in allocations does not mean increase in supply.</p>		
415	J.M Harley	NA	NA	DS8	<p>Support growth in housing and employment but object strongly to proposals being made for SW Rugby. Additional traffic from employment development would result in dangerous volume at A45/M45 junction. Traffic would also increase congestion at Dunchurch crossroads. Many more sites in the area that would be more suitable. No shops, schools and surgeries to serve new</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Highways issues subject to assessment by Warwickshire County Council Highways.</p>

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					housing in the area. How can cars get access to and from the area, Cawston Lane is too narrow.		
416	B M Harley	NA	NA	DS8	Factory/Warehousing at M45/A45/B4429 - will result in a dangerous increase in traffic on the island. It is already very busy at peak times and traffic going towards Dunchurch will increase the gridlock at the village cross roads. More suitable sites. Housing - no shops, schools and GP to serve people. Cawston Lane is too narrow and result in accidents. What about gas, water and electricity supply.	One suggestion is to open up Windmill Lane from the B4429 through Northampton Lane to the a46 bypass.	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. DS8, DS9 and the IDP developed in consultation with relevant service providers. No change recommended.

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421	The Occupier - 20 Bilton Lane	NA	NA	DS8	Local plan and Policy DS8 will cause unnecessary traffic congestion and is contrary to para 30 of NPPF		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
425	Janet Milwain	NA	NA	DS8	It is not consistent with Policy DS8	Delete Policy DS8	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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.
425	J Milwain	NA	NA	DS8	Lively interesting centre is dying, overwhelmed by shopping development to the north of the town. Easier to go to by bus to Coventry or Leamington. Plan to destroy another of Rugby's assets, over 5000 houses in the wonderful		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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch,

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					<p>countryside of SW Rugby. Where will these propel work? High end jobs that are needed. Will be suburb of Coventry and London. Think of the car journeys (NPPF para 30, 34, 37, 95) with the resulting congestion and pollution. The plan for the area DS8 not justified. Will destroy valuable agricultural land (NPPF 112) and precious environment (NPPF 109-114). It will cause traffic chaos, pollution and spread commuter hell far and wide. Housing forecasts are now unreliable and the cost of new roads and services could well outweigh any revenue benefits. Do outside interests just want a quick profit? Wait until mast site is nearer completion and learn lessons. Make sure present planning permissions are followed up. Wait until the effects of Brexit are evident. Could be a plan that does not gamble with unreliable statistics for housing needs. Whole ambience of the town is at stake. Believe that DS8 is totally unsound. Inconsistent with so many areas of national planning policy, particularly traffic pollution, excessive cost journeys and threat to landscape. Local plan should be improved by dropping this policy.</p>		<p>which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

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425	Janet Milwain	NA	NA	DS8	Policy DS8 not consistent with national policy	Delete Policy DS8	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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.
425	Janet Milwain	NA	NA	DS8	The footpaths and woodland around South West Rugby allocation is an irreplaceable asset to Rugby. The natural environment in this area should be protected according to NPPF para.109,112 and 114-119. DS8 is unjustified as the plan has no idea what the impact of Brexit will be on housing need. SW Rugby will create massive problems for traffic management, pollution and provision of basic services.	Delete Policy DS8	WCC Footpaths have been engaged during the plan making process. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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.

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425	Janet Milwain	NA	NA	DS8	<p>Traffic problems around Woodlands estate are chaotic due to school traffic travelling from across Rugby. The nearest school may not always be the most suitable for parents/children which generates more traffic to access schools. A large housing development to SW Rugby will have a massive effect on traffic around Dunchurch and the Woodlands. The plan would be contrary to NPPF para.30 and 124 regarding traffic congestion and air quality.</p>	Delete Policy DS8	<p>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. 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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429	D Bradshaw	NA	NA	DS8	<p>DS8 inconsistent with national planning policy. NPPF 30, 34, 37, 39, 120, 124 to avoid excessive car journeys and air pollution caused by cars. NPPF 17, 58 destroys the character of settlements. NPPF 52 Garden village proposed without community support. NPPF 70 Fails to provide community facilities (or destroys existing community facilities). NPPF 57, 58, 69, 70, 73, 74 Threat to open spaces, NPPF 112 Threat to agricultural land, NPPF 93-104 Threat of flooding. NPPF 123 Noise Pollution.</p>		<p>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. 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. 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. DS8 is almost entirely within flood zone 1, with</p>

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							an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
432	Rhys Davey	NA	NA	DS8	DS8 inconsistent with NPPF para 30,34,37 & 95 which states to avoid excessive car journeys. DS8 does not confirm with NPPF para 30 avoid traffic congestion.	Delete DS8	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.
433	Rita Sherring - Lucas	NA	NA	DS8	DS8 does not satisfactorily deal with the risk of flooding.		DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a full Flood Risk Assessment. No change recommended.

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433	Rita Sherring - Lucas	NA	NA	DS8	DS8 does not satisfactorily deal with excessive traffic from the development.	Delete DS8	DS8 and DS9 are supported by a full updated STA. 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 STA clearly shows the mitigation achieved by the south west link road against the impacts on the Dunchurch crossroads. 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).
433	Beryl Smith	Woodlands Residents Association	NA	DS8	DS8 needless loss of agricultural land contrary to NPPF para 112	Delete Policy DS8	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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
434	Wladek Mular	NA	NA	DS8	Threat to agricultural land contrary to NPPF Paragraph 30. DS8 contrary to NPPF Paragraph 30 (congestion)	Delete DS8	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. The Local Plan has been informed by an STA undertaken by Warwickshire County Council and consultation has taken place with Highways England, which has identified the strategic requirements to support the Plan. DS9 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. The STA June 2017 identifies that there would be a reduction of traffic flows at Dunchurch cross roads. No change recommended.
436	Heather Bradshaw	NA	NA	DS8	Policy DS8 is inconsistent with national policy to avoid excessive car journeys and air pollution caused by car traffic. Further contrary to NPPF paras. on: <ul style="list-style-type: none"> - destroying character of settlements; - proposing garden village without community support; - failure to provide community facilities; - threat to open spaces and agricultural land; - threat of flooding and noise pollution 	Delete Policy DS8. New road links, new doctors surgery and new schools to provide for new houses.	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. IDP sets out strategy for infrastructure delivery.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
437	Richard Pell	NA	NA	DS8	<p>Requirement for housing grossly over exaggerated. Why is Rugby taking housing for Coventry? Infrastructure not capable of supporting growth. Local Plan appears to rely upon private car. There is nothing to stimulate the town centre. Lodge Farm ill-conceived uses valuable farmland. Sites with planning permission should be built out first. Where is the industry going to go?</p> <p>Object to DS8 - land between Dunchurch and rugby valuable, ancient woodland, valuable farmland. Light and air pollution will worsen. Thurlaston conservation area will only by 300m away from SW Rugby. Also poorly located for access to town centre.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
438	Oliver Pell	NA	NA	DS8	<p>Housing requirement is grossly exaggerated, no justification for accepting Coventry's housing allocation. Infrastructure incapable of sustaining the growth envisaged. Significant congestion already at peak times. No plans to stimulate the town centre as there are lots of empty shops risking the town centre becoming a ghost town. No out of town centre developments should be allowed until the town centre has no vacant units. The development in Willoughby is ill-conceived and will lead to the loss of farmland and increase traffic in the area. Existing planning permissions should be utilised before other sites built. No industry envisioned, only warehousing- the area around DIRFT has been ruined as will the area around the A45 junction at Cawston. The land between Bilton, Cawston and Dunchurch has good quality landscape, farmland and ancient woodland- which the plan will damage irreparably. Little thought has gone into the South West masterplan SPD. Coventry Road and Dunchurch will become increasingly busy, with increased light and air pollution. Thurlaston Conservation Area will be 300 metres from the developments proposed and the proposals would not make a positive contribution to its character,</p>	<p>Improve the quality of employment wanted, plan for town centre needed and measures to make the plan sustainable</p>	<p>The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>appearance and significance. The development is poorly sited for access to the town centre and railway station and is likely to increase traffic exponentially, which is unsustainable in transport terms. The Local Plan should meet objectively assessed needs with sufficient flexibility to adapt to rapid change. As proposed the Local Plan will ruin the area surrounding the historic market town. A more up-to-date assessment of housing numbers is required. If more jobs are to be created RBC must be more ambitious than advocating warehousing jobs. RBC should be encouraging the return of creative industries.</p>		
443	Rita Sherring lucas	NA	NA	DS8	<p>Policy DS8 does not satisfactory address a severe risk of flooding at the edge of development with the gardens in Lime Tree Avenue and Lime Tree Village</p>		<p>DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
456	Belinda Batt	NA	NA	DS8	DS8 will generate unnecessary and unacceptable traffic contrary to NPPF para 30	Delete Policy DS8	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.
457	Judith Carter	NA	NA	DS8	Policy DS8 dis contrary to NPPF70 as this level of development will need more hospital capacity and Drs which has not been allowed for.		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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
458	Kathlen Dixon	NA	NA	DS8	I believe Policy DS8 is contrary to NPPF para30. The document SW Rugby spine Road network - I quote the information stated on that section i.e. delivery of the full spine network as early as possible post commencement of the development site. Surely the road should be put in a pre - commencement of any development.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
459	Clare Fisher	NA	NA	DS8	<p>Contrary to Para 30 of National Planning Policy because will create unnecessary traffic congestion as the infrastructure will not cope e.g. Cawston Lane.</p>		<p>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. 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>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
460	Roy Barnes	NA	NA	DS8	<p>DS8 needlessly causes noise pollution contrary to para 123 NPPF. DS8 a threat to open spaces contrary to para 57,58,69,70, 73, and 74 of NPPF. Contrary to NPPF para 112 loss of agricultural land. Needlessly causes car journeys contrary to NPPF para 34, 37 95. Needlessly causes unnecessary congestion contrary to NPPF para 30. Threat to agricultural land contrary to 112 NPPF. DS8 needlessly causes noise pollution contrary to para 120-124 NPPF.</p>	Delete policy DS8	<p>The Local Plan is in conformity with para 123 of the NPPF. All applications for S W Rugby will be subject to SD1 and HS5 in respect of noise and amenity. 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 STA clearly shows the mitigation achieved by the south west link road against the impacts on the Dunchurch crossroads. Any new development will inevitably increase car journeys, however, as demonstrated by the STA the proposed measures as identified in the IDP will mitigate against the impacts of DS8, No amendment proposed. 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. No amendment proposed. The Local Plan is in conformity with para 123 of the NPPF. All applications for S W Rugby will be subject to SD1 and HS5 in respect of noise and amenity.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
461	G Babbedge	NA	NA	DS8	Increase in traffic and congestion. More houses built will cause more traffic in Alwyn Road. Emergency traffic may be held up. DS8 inconsistent with NPPF para 30.	Delete DS8	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. 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).
461	G Babbedge	NA	NA	DS8	Fields at back of Montague Road regularly pool with water following heavy rainfalls. Ditch often turns into running stream. Garden often floods. Dear that building houses will cause this to increase. And possibly reach house. DS8 inconsistent with NPPF para 101.	Delete DS8	DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
462	Carol Merriman	NA	NA	DS8	Proposal will increase traffic and impact air quality	Delete policy DS8	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
463	Michael Lambert	NA	NA	DS8	DS8 contravenes NPPF Paragraph 30. Concerns in relation to congestion and road safety issues caused by existing school traffic.	Remove Policy DS8	The Local Plan has been informed by an STA undertaken by Warwickshire County Council and consultation has taken place with Highways England, which has identified the strategic requirements to support the Plan. DS9 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. The STA June 2017 identifies that there would be a reduction of traffic flows at Dunchurch cross roads. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
463	Michael Lambert	NA	NA	DS8	Concern in relation to school traffic around the Woodlands Estate, with significant highway safety implications. Additional housing and the proposed bypass will exacerbate the situation. Sustainable transport must be maximised. Questions how Britain leaving the EU will affect the Local Plan in relation to emissions.	Delete Policy DS8	The Local Plan has been informed by an STA undertaken by Warwickshire County Council and consultation has taken place with Highways England, which has identified the strategic requirements to support the Plan. DS9 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation and mitigation against the impacts of SW Rugby on the highway network. DS8 and DS9 and the IDP have been developed in consultation with relevant service providers to ensure infrastructure to support and mitigate against SW Rugby are provided. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
464	Terrence Merriman	NA	NA	DS8	DS8 is unsound as it is inconsistent with NPPF Paragraph 30 (congestion) and 124 (air quality)	Remove DS8	<p>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. 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). STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
465	Christine Lambert	NA	NA	DS8	Existing congestion problems which will be made worse by further development.	Delete Policy DS9	<p>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 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>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
465	Christine Lambert	NA	NA	DS8	Hospitals do not have capacity for additional growth and need to reopen services at St Cross. GP's are at capacity and provision required..	Delete Policy DS8	UHCW have been fully engaged in development of the Local Plan and infrastructure measures as contained within IDP. No objections raised 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.
466	Pauline Ratcliffe	NA	NA	DS8	DS8 will create unnecessary and unacceptable traffic congestion contrary to NPPF Paragraph 30. DS8 fails to provide sufficient facilities; as existing Doctors surgeries are full, schools are full and drains will be unable to cope; existing drain issues across the site (NPPF Paragraph 70). DS8 would create urban sprawl; DS8 unjustified- agreement with Daventry District Council that development of brownfield sites should be accelerated, such as the former Radio Station Mast site; DS8 contrary to Paragraphs 17 and 58 of the NPPF. Policy DS8 risks exacerbating flooding issues around Montague Road contrary to NPPF Paragraphs 93-104,	Delete Policy DS8	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. 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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. Discussions with developers/landowners of existing sites

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>
467	Majorie Knee	NA	NA	DS8	DS8 s contrary to NPPF Paragraph 109 as overdevelopment threatens open space.	Delete Policy DS8	<p>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. The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
468	Barbara Elston	NA	NA	DS8	<p>Proposed development to the south west of Bilton should be suspended until it is fully understood what the impact of Brexit will have on the housing requirement. If development is need infrastructure should be in place first before development commences with proper consultation with the affected areas. The traffic from such a development would have a terrible impact on Dunchurch. Horrified with SW Link Road resulting in noise and air pollution no concern of impact on residents. SARD transport survey is clear that there will be minimal effect on the overall congestion in Dunchurch. Dunchurch should have a relief road to the east and south (perhaps utilising the Ashlawn cuttings) linking up the M45, A45 then joining up with the A426 South of Dunchurch.</p>		<p>Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. 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>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
470	Barbara Cain	NA	NA	DS8	Concerned about existing flooding issues that are being experienced and by adding roads, houses and asphalt drives to the area behind Montague rd. can only add to the risk of flooding. Draft policy DS8 is inconsistent with national planning policy. Paragraph 101 of the national planning policy framework bans local authorities from zoning areas for housing if " there are reasonably available sites appropriate for development in areas with lower probability of flooding "	Therefore development in this area should be removed from the local plan.	DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
470	Barbara Cain	NA	NA	DS8	<p>There are sufficient sites with planning permission 5,000 more houses in the south west of Rugby will lead to further congestion, pollution and health issues. Hospitals and GP surgeries unable to cope already. Development on countryside will affect wildlife and farming. Green Belt protects countryside and should stop the sprawl of Rugby into Dunchurch protecting its character. Fields behind Montague Road flood and this will worsen with climate change and development on the field.</p>	Delete Policy DS8	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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. DS8 falls outside of the green belt and makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
471	Adrian Johnson	NA	NA	DS8	DS8 contrary to NPPF para 30,34,87 and 95. Will cause unacceptable traffic congestion that is unnecessarily	delete policy DS8	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.
472	D Green-Armytage	NA	NA	DS8	DS8 will destroy character of settlements due to overdevelopment of South West Rugby. Contrary to Paras 17 and 58 of NPPF	Delete DS8	DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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.
473	Michael Green-Armytage	NA	NA	DS8	DS8 contrary to NPPF Paragraph 30-congestion.	Delete DS8	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 STA clearly shows the measures as identified in the IDP mitigate against the impacts of the growth on the highway network.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
474	Anne Cunningham	NA	NA	DS8	DS8 is unjustifiable and unnecessary as it is bad for invertebrates contrary to NPPF 114-119	Delete policy DS8	WCCH Ecology has all been fully engaged during the development of the Local Plan. Further assessment would be forthcoming during any future Planning Application stage and if necessary any mitigation measures put in place.
474	Anne Cunningham	NA	NA	DS8	DS8 is unjustifiable and unnecessary causing excessive air pollution from cars contrary to NPPF 120-124	Delete policy DS8	The Local Plan has been informed by an STA undertaken by Warwickshire County Council and consultation has taken place with Highways England, which has identified the strategic requirements to support the Plan. The STA June 2017 identifies that there would be a reduction of traffic flows at Dunchurch cross roads and of air pollution as a consequence.
474	Anne Cunningham	NA	NA	DS8	DS8 is unjustifiable and unnecessary as it is bad for mammals contrary to NPPF 114-119	Delete policy DS8	WCCH Ecology has all been fully engaged during the development of the Local Plan. Further assessment would be forthcoming during any future Planning Application stage and if necessary any mitigation measures put in place.
474	Anne Cunningham	NA	NA	DS8	DS8 is unjustifiable and unnecessary as it is bad for birds contrary to NPPF 114-119	Delete policy DS8	WCCH Ecology has all been fully engaged during the development of the Local Plan. Further assessment would be forthcoming during any future Planning Application stage and if necessary any mitigation measures put in place.
474	Anne Cunningham	NA	NA	DS8	DS8 is unjustifiable and unnecessary causing a threat to agricultural land contrary to NPPF 112	Delete policy DS8	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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
474	Anne Cunningham	NA	NA	DS8	DS8 is unjustifiable and unnecessary causing noise pollution contrary to NPPF 123	Delete policy DS8	The Local Plan has been informed by an STA undertaken by Warwickshire County Council and consultation has taken place with Highways England, which has identified the strategic requirements to support the Plan. The STA June 2017 identifies that there would be a reduction of traffic flows at Dunchurch cross roads and of air pollution as a consequence.
474	Anne Cunningham	NA	NA	DS8	DS8 is unjustifiable and unnecessary causing a threat to open spaces contrary to NPPF 57,58,69,70,73 and 74.	Delete policy DS8	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.
474	Anne Cunningham	NA	NA	DS8	DS8 is unjustifiable and unnecessary as it is bad for invertebrates contrary to NPPF 114-119	Delete policy DS8	An assessment of Habitats has been made in the Habitats Regulations Assessment. Further works would be undertaken during the Planning Application stage of any future development, with appropriate mitigation measures put in place if deemed necessary.
474	Anne Cunningham	NA	NA	DS8	DS8 is unjustifiable and unnecessary causing excessive air pollution from cars contrary to NPPF 120-124	Delete policy DS8	STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.
475	Eric Cunningham	NA	NA	DS8	DS8 is unjustifiable and unnecessary, causing a threat to open spaces contrary to NPPF 57, 58, 69, 70, 73 and 74	Delete DS8	DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
476	F Knee	NA	NA	DS8	DS8 contrary to para 93-104 NPPF as a lot of the area regularly floods and the unnecessary overdevelopment of the proposed plan will only exacerbate the situation e.g. rear of Montague Road.	Delete DS8	DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
477	Rita Steele	NA	NA	DS8	Inconsistent with para 101 with NPPF. Fields between Montague rd. and Northampton Ave flood	Delete DS8	DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a full Flood Risk Assessment. The Local Lead Floods Authority will be a consulted at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
514	Stephen Twells	NA	NA	DS8	Dunchurch already suffering traffic congestion from developments around Rugby; air pollution is already at a dangerous level which 5,000 dwellings at Southwest and 1,500 at Lodge Farm would exacerbate; DS8 unsound as it is inconsistent with NPPF Paragraph 30 (reducing congestion) and Paragraph 124 (air quality); opposes that South West Relief Road won't be constructed until after 1,500 homes have; understand need for additional housing and not opposed to small developments e.g. Bilton Grange and Daventry Road; impact of Brexit not taken into account; growth plan comes from organisations promoting	Re-think the plan	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. Proposed Appendix 3 Infrastructure Delivery Plan and DS9 have been amended following consideration of this consultation response and the

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>growth; SHMA produced by GL Hearn who are not impartial as they acted on behalf of a developer in the South West broad location promoting 600 properties- government guidance indicates that consultants should be independent;</p>		<p>updated Strategic Transport Assessment (LP54.46 - 54.58 and LP54.120- 124).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.</p>
574	Melinda Twells	NA	NA	DS8	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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574	Melinda Twells	NA	NA	DS8	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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574	Melinda Twells	NA	NA	DS8	Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
645	Barbara Tibbs	NA	NA	DS8	DS8 will generate unacceptable levels of air pollution contrary to NPPF para 120 and 124	Delete Policy DS8	STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.
646	Gerald Davies	NA	NA	DS8	I believe policy DS8 does not provide appropriate infrastructure and is contrary to para 70 of the NPPF		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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
650	Sheila Jarvis	NA	NA	DS8	Development will cause unnecessary congestion contrary to paragraph 30 of the NPPF Delete policy DS8		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.
650	Sheila Jarvis	NA	NA	DS8	Development will cause unnecessary congestion contrary to paragraph 30 of the NPPF Delete policy DS8		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.

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651	Margaret Colbert	NA	NA	DS8	DS8 will cause unnecessary congestion, contrary to NPPF Paragraph 30	Delete Policy DS8	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. This demonstrates the measures contained within the IDP mitigate against the impacts of the local plan growth.

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652	F Stubbs	NA	NA	DS8	<p>Fields at back of Montague Road flood extensively in the winter and building homes would not help the situation. Fields also home to great deal of wildlife. Area already densely populated and increase in population would stretch resources beyond the limit e.g. hospitals and surgeries. Air quality and noise would also be affected badly by the increase in traffic. Proposed relief road would cause even more congestion and pollution.. Draft policy unjustified. Agree with DDC that greater consideration should be given to brownfield sites before committing so much countryside to housing. Local plan should be improved by dropping this policy. Why is mast site not being developed?</p>		<p>DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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. 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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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653	D Jones	NA	NA	DS8	Contrary to National Planning Policy para 112.	Delete Plan DS8. Build some of the houses somewhere else. Share it out a bit more to many in the same area.	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.
654	Marion Abernethy	NA	NA	DS8	DS8 is contrary to NPPF Paragraph 112	Delete Policy DS8	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.
655	P J Trewen	NA	NA	DS8	Former Rugby Radio Station Mast site has not commenced- South West allocation would enable developers to land bank sites. Conflict of interest that Rugby Borough Council and Warwickshire County Council own some of the land allocated and also being in a position to give approval for the development. Pollution levels at Dunchurch crossroads already exceed recommended levels which further housing would exacerbate, sketches enclosed of proposed changes to Dun Cow crossroads- won't make significant difference to pollution and will cause problems for large vehicles, limitations to junction size will restrict the number of cars that could use it		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.

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663	G Cross	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Green fields around Dunchurch should not be built on whilst developers are not taking advantage of planning permission at the Mast site Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).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. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>
663	G Rees	NA	NA	DS8	<p>Enjoy walking and cycling around this locale and the relaxing open aspects from cottage. DS8</p>		<p>Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities</p>

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					<p>unjustified. In light of Brexit any housing requirements should be re-assessed? Agree with Daventry District Council that greater consideration should be given to the development of brownfield sites before committing so much countryside to housing. Draft policy also unsound as inconsistent with NPPF Paras 17, 57, 58, 69, 70, 73, 74, 109, 112, 114-119. Greenfield land swallowed up and would completely overwhelm the village of Dunchurch, swallowing it into the spread of Rugby destroying its village status. Why are the developers not taking advantage of planning permission already granted for the Rugby Radio Masts site? Is true that a Rugby/Dunchurch sprawl appears far more attractive? Destroy character of the village. Air quality around Dun Cow already exceeds acceptable pollution levels. Any attempts to alter the road layout of the village destroy valuable local historic buildings and landmarks. Should rather be looking to preserve character of the village and not let it become the dreary soulless area that is now Rugby Town Centre. Road systems around village are ill able to cope with what would become a massive increase of both domestic and industrial traffic in the area. To access motorway/A5 connections</p>		<p>must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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</p>

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					<p>much traffic would also have to cross the already congested town centre. STA - Link road welcome, but scale of relief in doubt. RBC chosen to ignore findings of the STA and decided to disregard the negative impact such large scale plans will have on roads in the Borough. DS9 - Totally destroy open land around Rugby, Dunchurch and Cawston despite promises of buffers. Poor links to town centre and transport connections. Journeys will be car dominated. DS10 - Plan does not justify why provision has to be made on greenfield site. No justification in MOU as to why RBC is proposing to build 2800 dwellings of Coventry's allocation. No explanation of what analysis undertaken to explore how delivery on existing permissions/allocations could be accelerated, by measures such as early delivery of infrastructure. More focussed strategy would be better use of existing infrastructure and require less new,. No evidence that increased allocations will increase delivery. SHMA - Housing Needs in assessment cannot be considered as impartial or objective, consultants not independent. Population projections treated as forecasts, contrary to government policy. No consideration of future economic conditions including impact from</p>		<p>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). The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.</p>

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					<p>Brexit. SHMA opts for high level of housing requirements despite high degree of uncertainty of future housing need. Housing and employment form adjacent authorities should only be considered when reasonable and sustainable to do so. Clearly not the case with what's taken on behalf of Coventry. Plan is unsound on assumptions of housing need. Impossible to achieve proposed targets in lifetime of plan. Infrastructure plan vague. Uncosted. No information number of schools or GP surgeries. STA - Does not fully account for transport impact arising from Lodge Farm allocation. RWA model limited. Does not extend southwards along A45 as far as Lodge Farm. Area of network to be assessed should extend into Daventry District. Serious doubts of how objectives scored in SA. RBC failed in their duty of care obligations to co-operate. Infrastructure - Plan makes passing reference to infrastructure but provides no assurance needs of development on massive scale can be met.. Past experience is great deal of time to provide supporting infrastructure and services, and impact on existing services and infrastructure is severely underestimated.</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
663	G Rees	NA	NA	DS8	<p>Enjoy walking and cycling around this locale and the relaxing open aspects from cottage. DS8 unjustified. In light of Brexit any housing requirements should be re-assessed? Agree with Daventry District Council that greater consideration should be given to the development of brownfield sites before committing so much countryside to housing. Draft policy also unsound as inconsistent with NPPF Paras 17, 57, 58, 69, 70, 73, 74, 109, 112, 114-119. Greenfield land swallowed up and would completely overwhelm the village of Dunchurch, swallowing it into the spread of Rugby destroying its village status. Why are the developers not taking advantage of planning permission already granted for the Rugby Radio Masts site? Is true that a Rugby/Dunchurch sprawl appears far more attractive? Destroy character of the village. Air quality around Dun Cow already exceeds acceptable pollution levels. Any attempts to alter the road layout of the village destroy valuable local historic buildings and landmarks. Should rather be looking to preserve character of the village and not let it become the dreary soulless area that is now Rugby Town Centre. Road systems around village are ill able to cope with what would become a</p>		<p>Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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</p>

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					<p>massive increase of both domestic and industrial traffic in the area. To access motorway/A5 connections much traffic would also have to cross the already congested town centre. STA - Link road welcome, but scale of relief in doubt. RBC chosen to ignore findings of the STA and decided to disregard the negative impact such large scale plans will have on roads in the Borough. DS9 - Totally destroy open land around Rugby, Dunchurch and Cawston despite promises of buffers. Poor links to town centre and transport connections. Journeys will be car dominated. DS10 - Plan does not justify why provision has to be made on greenfield site. No justification in MOU as to why RBC is proposing to build 2800 dwellings of Coventry's allocation. No explanation of what analysis undertaken to explore how delivery on existing permissions/allocations could be accelerated, by measures such as early delivery of infrastructure. More focussed strategy would be better use of existing infrastructure and require less new,. No evidence that increased allocations will increase delivery. SHMA - Housing Needs in assessment cannot be considered as impartial or objective, consultants not independent. Population projections treated as forecasts,</p>		<p>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. 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). The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.</p>

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					<p>contrary to government policy. No consideration of future economic conditions including impact from Brexit. SHMA opts for high level of housing requirements despite high degree of uncertainty of future housing need. Housing and employment form adjacent authorities should only be considered when reasonable and sustainable to do so. Clearly not the case with what's taken on behalf of Coventry. Plan is unsound on assumptions of housing need. Impossible to achieve proposed targets in lifetime of plan. Infrastructure plan vague. Uncosted. No information number of schools or GP surgeries. STA - Does not fully account for transport impact arising from Lodge Farm allocation. RWA model limited. Does not extend southwards along A45 as far as Lodge Farm. Area of network to be assessed should extend into Daventry District. Serious doubts of how objectives scored in SA. RBC failed in their duty of care obligations to co-operate. Infrastructure - Plan makes passing reference to infrastructure but provides no assurance needs of development on massive scale can be met.. Past experience is great deal of time to provide supporting infrastructure and services, and</p>		

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					impact on existing services and infrastructure is severely underestimated.		
664	Dr Ian Czerniewski, Dr Elizabeth Roberts, Dr Kate Reynolds, Dr Sam Chesser	NA	NA	DS8	Development would have significant negative impact on the health of the population of Dunchurch.		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. 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).The gyratory system was assessed as part of the STA; Warwickshire County Council have not identified the gyratory as a constraint on development.

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664	Dr Ian Czerniewski, Dr Elizabeth Roberts, Dr Kate Reynolds, Dr Sam Chesser	NA	NA	DS8	Dunchurch already has air quality standards that at times of peak traffic fail minimum national standards.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.

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668	B W Cave	NA	NA	DS8	<p>Reservation about development around Bilton and Dunchurch. Cannot see why Rugby infrastructure should be put in the position of making up Coventry's shortfall. There is land within Coventry available that isn't considered. Housing developments too much emphasis permitting large detached homes and not the real need of affordable housing for young people/families which are innovative and modest size. There are current and potentially growing infrastructure problems (not account for the new growth) knock on impact on pollution and health. Need to upgrade St Cross. Walsgrave has a significant sheer volume of traffic with one way in and out.</p>		<p>The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage. RBC has an affordable housing target of 40% with exact numbers of affordable homes to be finalised on a site-by-site basis during the planning application phase.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
675	Brian Forbes	NA	NA	DS8	Concerns in relation to preserving the historic character of the area and maintaining Dunchurch's independence from Rugby town;		DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Works to the Dunchurch crossroads would be carried out by Warwickshire County Council Highways in collaboration with applicable statutory consultees.
677	Jane Lucy Hancock-Morgan	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the</p>	Delete Policy DS8	Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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

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					<p>STA and extent of the RWA model used in STA.</p> <p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>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. 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). 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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677	Jane Hancock-Morgan	NA	NA	DS8	<p>DS8 will increase traffic congestion and air quality issues. Removes farmland and destroy landscape. Councils estimation of number is in excess of what is required especially in view of Brexit. If developers were forced to build the mast site that would be sufficient rather than offering developers lots of other sites.</p>	DS8 should be dropped.	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

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679	Brian Morgan	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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682	G Turtle	NA	NA	DS8	<p>Proposal will seamlessly join with Cawston and Bilton and Rugby to be one big urban sprawl. Yet another 1500 at Woolscott (DS10/DS3.15) with potentially more earmarked. High risk crash route. Will take urban sprawl not far from Dunchurch nearly all the way to Willoughby. Creating an urban corridor. Not planning sense to protect Coventry with its Green Belt but then sacrifice communities which were individual, and large areas of countryside, to make a conurbation elsewhere. Why are Dunchurch, Grandborough and Woolscott not entitled to Green Belt? Green Belt around Coventry should be used instead. Lodge Farm not sustainable as everyone will need a car. No employment, not enough senior schools or doctors. St Cross Hospital is small and cannot cope with more patients. Makes more sense to build at the Walsgrave. Should not allow developers to pick and choose sites. But make them fill up the sites they have first. Unlikely Rugby will even need anything like that many homes. We will be left with a few hundred homes here and there on each site, none finished and none of the infrastructure to support. Increase in population and traffic issues. Traffic assessment for Lodge Farm not done adequately. Spine road will not be</p>	-	<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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					<p>effective to mitigate. Cawston Lane pretty country road that will be ruined. Traffic would use lanes around Grandborough. Damaging to health as resident would not be able to exercise on these anymore. Too dangerous with several hundred cars a day commuting on them. Lodge Farm fails sustainability objectives SA11 by increasing climate change, SA14 for not having sustainable transport and SA15 by increasing pollution. DS10 and DS8 both unsound as inconsistent with NPPF. Fails to meet para30 on traffic congestion and 124 on air quality. Also remove farmland and destroy landscape paras 112 and 109. Once land is gone cannot get it back Country cannot grow enough food for current population. Not sustainable. Lack of affordable housing SA4 also failed. Better to allow more small build projects. People born and raised truly in the rural countryside will not want to live on the Lodge Farm Estate. To improve plan requires radical amendment and further consultation. Preferably long enough consultations. Removing Walsgrave and inserting Lodge Farm at such short notice was extremely unfair.</p>		<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from</p>

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							<p>Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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697	Alaister L Railton	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals.</p> <p>Re: Policy DS8 - concern of gap between Rugby/Bilton and Dunchurch. Should develop out at sites with existing planning permissions and brownfield sites prior to releasing greenfield sites. Employment site will lead to increase in traffic close to the village impacting on congestion, air quality and noise pollution. Question the need for warehousing site given existing employment sites and Brexit impact on trade. Concerns over environment sustainability.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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							<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Further detailed assessment of potential impacts from new employment sites will be undertaken at planning application stage which will shape final form of development and define any necessary mitigation measures. Consequences of Brexit on employment projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan.</p>

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698	Karen Railton	NA	NA	DS8	<p>Housing needs in the SHMA were produced by GL Hearn who cannot be considered as impartial or objective, they acted on behalf of a developer within the SW broad location whilst working on the SHMA. Population projections have been treated as forecasts which are contrary to Government policy. No attention has been impact out of Brexit. The Local Plan in unsound. DS1 states 12,00 dwellings are needed by 2031 this has been decided without adequate consideration of Government policy.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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</p>

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699	Jennifer Smith	NA	NA	DS8	<p>DS8 should be rejected due to concerns over traffic congestion (NPPF para.30), air pollution (120 and 124), flood risk (93-104) and insufficient medical services support (70). Most jobs are to the north and north-east of Rugby and traffic problems already from new development at Cawston, Masts Site, and Elliot's Field. Road proposed in SW Rugby will not solve the Dunchurch crossroads issue.</p>	Delete Policy DS8 and rethink the local plan.	<p>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 STA clearly shows the mitigation achieved by the south west link road against the impacts on the Dunchurch crossroads addressing the congestion and subsequent air pollution. No amendment proposed.</p>

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700	T A Woodward	NA	NA	DS8	<p>Navigating Dunchurch difficult for cyclists- road safety concerns; traffic queues stretch from crossroads to M45 bridge and beyond- resulting in high pollution; South West inappropriate given 6,200 homes proposed as Houlton; DS8 unsound as contrary to NPPF Paragraph 30 (congestion) and 124 (air quality)</p>	Remove DS8	<p>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.</p> <p>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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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703	Joan Woodward	NA	NA	DS8	Object to proposed building of houses in Dunchurch. Village is already overwhelmed with traffic leading to pollution problems at dangerous levels. Cyclists, children and the elderly find crossing the roads difficult, this will only get worse. Policy DS8 is unsound as fails to meet NPPF para.30 and 124	Delete Policy DS8	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. 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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.

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704	Mrs F Darcy	NA	NA	DS8	<p>Transport assessment and projections are based on outdated information and not modelled in the most appropriate way. Also do not take into account current traffic movements. Some areas already operating at capacity. Additional areas of the town are in grid lock. Not clear how additional infrastructure will alleviate issues. Proposed SW spine road will not deal with huge number of shorter journeys using local roads, also not Not-South traffic. Air quality issues at Dunchurch crossroads that will deteriorate further with increased traffic. No modelling for garden village at Grandborough. Also not clear if huge employment allocation has been taken into account. Incredulous that no high level cost estimates. How can delivery and financial burden be adequately assessed without the benefit of outline infrastructure costs? Danger infrastructure costs financially unsustainable. Spine road not complete until later which would be untenable and area grinding to a halt. Lack of co-ordination. WCC have conflict of interest with land.</p>	<p>Draft Local Plan could be improved by omission of DS8, DS9 and DS10. Argument for highway and mitigation measures has not been adequately demonstrated. Fail to meet standard of NPPF para 30 and 124.</p>	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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.</p>

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704	Mrs F Darcy	NA	NA	DS8	<p>Plan makes reference to boundary with Dunchurch, difficult to see how this would be achieved. Identities of villages will be lost as they merge and amalgamate. Loss of character. Scale is too large. Disproportionate increase in size of town. Concerns of robustness of numbers and data being used. Inappropriate modelling. Housing figures over-estimated. Employment land allocation significantly more than study baseline.. Figures and data pre-Brexit. Figures outdated and unreliable. Financial motivations for allocation..</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.</p>

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706	Tim Eastwood	NA	NA	DS8	Contrary to NPPF Paragraph 30 (congestion) and 124 (air pollution), brownfield sites should be considered before countryside; concern in relation to road safety in Dunchurch;	Remove DS8	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. 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.
708	Brian Day	NA	NA	DS8	An objective should be to preserve the environmental quality of the Coventry Road between the M45/A45 island and Dunchurch this is damaged by1. The proximity of the new employment allocation to the island 2. The large housing areas between the Coventry road and the public bridleway section of Northampton Lane on the approach to Dunchurch from the west.	It would be mitigated if the employment allocation is shifted westwards allowing more of a green buffer along the Coventry Road to the bridleway. The exact alignment of the section of the link road will be a crucial factor. At present it is different on different plans.	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.

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						<p>The housing area, probably in excess of 150 dwellings will detract from the approach to Dunchurch from the west. To link the housing area to the proposed east/west link road would mean severing the well-used public bridleway. But if accessed from the Coventry Road it will further increase the traffic problems in the historic heart of Dunchurch. The housing should therefore be omitted from the proposals to the northern section of the field(s) could perhaps be used as school playing fields and the green areas freed up near Cawston Lane could perhaps be used for small housing development.</p>	

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709	G E Davies	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Green fields around Dunchurch should not be built on whilst developers are not taking advantage of planning permission at the Mast site Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).</p>

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711	Carol Turtle	NA	NA	DS8	<p>Unlikely to be affordable housing on the site. Expensive housing. New home owners will be commuters with cars, increasing Dunchurch's traffic and pollution problems. Plan can be improved by replacing Lodge Farm with originally preferred plan to have at Walsgrave. New road will not protect Dunchurch. Highway safety issues. Surgery and Primary School may not be built. Dunchurch is beautiful historic village with conservation area. Character and identity lost and ruined. Contravenes NPPF, Paras 30, 120, 124, 34, 37, 95, 17, 58, 52, 57, 69, 70, 73, 74, 109, 114-119, 112.</p>		<p>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. 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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718	A M Melrose	NA	NA	DS8	<p>South West Rugby employment should be office and technological sectors than logistics. Site is not suited for logistics due to poor transport infrastructure and other logistical sites in the region have more potential.</p>		<p>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. 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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725	Marilyn Watts	NA	NA	DS8	Hospitals. St Cross already working at full capacity, more GP Surgeries will be needed. Already too many bottleneck roads and Secondary schools are already full. Plan will remove rural area between Bilton, Cawston and Dunchurch. Warehouse development - Why has this only just come to light when the planning is at an advanced stage.		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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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.

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726	V A Parfitt	NA	NA	DS8	<p>Infrastructure plan is vague, transport proposals uncosted and no information on school and GP provision; concern in relation to air pollution within Dunchurch, HGV traffic, impact of south west relief road doubtful, Dunchurch crossroads already running over-capacity and air pollution levels dangerous with associated air pollution implications; coalescence between Cawston, Dunchurch and Rugby- proposed buffer insufficient; no justification as to why a greenfield site outside the development strategy will accommodate 1,500 dwellings on behalf of Coventry and no justification for taking 2,800 dwellings from Coventry in the MoU; GL Hearn not impartial as they have worked on behalf of a developer within the South West Broad Location for a development of 600 properties whilst working on the SHMA therefore assessment unsound; SHMA treats population projections as forecasts contrary to government policy; impact of Brexit not considered; SHMA opted for high level of housing despite recognising future uncertainty over need; naive approach between links between population and commuting;</p>		<p>The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage. 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. 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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. 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. DS8 makes specific</p>

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							<p>requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. The SHMA has been produced consistent to</p>

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							<p>the requirements of the NPPF and NPPG and has been found sound by the Inspectors of the Warwick and Coventry Local plans EiPs. The achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>
727	Kathleen Ashegog	NA	NA	DS8	Traffic in Dunchurch - Need an additional road through Dunchurch.		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>
728	T A Parfitt	NA	NA	DS8	<p>Natural that a village will grow over time with the village adapting to growth however now at capacity in relation to housing and infrastructure; the infrastructure plan is vague with uncoded transport proposals and no information on number of schools and GPs required; concerns in relation to air quality at the Dunchurch crossroads- South West link road insufficient; impact on quality of life; DS8 will result in</p>		<p>The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. 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</p>

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					<p>coalescence between Cawston, Dunchurch and Rugby- buffer insufficient; recognise need to boost housing supply however no justification for allocation of greenfield site outside of the development strategy; no justification for MoU accepting 2,800 of Coventry's allocation; consultants GL Hearn acted on behalf of a developer promoting 600 homes in the South West whilst working on the SHMA thus are not impartial therefore the assessment is fundamentally unsound; population projections have been treated as forecasts contrary to government policy ; implications of Brexit not taken into account; SHMA opted for comparatively high housing requirements despite recognising high degree of uncertainty regarding future need; naive links between people and jobs resulting in poor judgement regarding commuting;</p>		<p>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. Additional details will be finalised at the Planning Application stage. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing</p>

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							<p>need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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730	Mr and Mrs Lloyd	NA	NA	DS8	Traffic congestion and associated air pollution is worsening in Dunchurch; the scale of development proposed will engulf the village; former radio station mast site should be developed first, agreement with Daventry District Council that developing brownfield sites should be prioritised,	Remove DS8	STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout 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.
741	Patricia Judge	NA	NA	DS8	Concern in relation to pollution at Dun Cow Crossroads. Conflicts with paragraph 112 of the NPPF as it needlessly uses agricultural land		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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.

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754	Y Griffiths	NA	NA	DS8	Development detrimental to quality of life; concern in relation to loss of agricultural land relative to food security and loss of recreational space; most site already has planning permission so if there was a need for 5,000 houses why hasn't it been developed; concern in relation to loss of habitat; concern that Rugby will become a commuter town at the expense of the countryside as 5,000 extra jobs unlikely to be created; agreement with Daventry District Council that brownfield development should be accelerated;	Remove DS8	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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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.
754	Y Griffiths	NA	NA	DS8	Population approaching city proportions although looking at the state of the town centre unable to support such population levels and existing infrastructure unable to cope; 5,000 new homes likely to become HMOs resulting in upto 4 occupants and thus 20,000 potential cars; concern in relation to highway safety and vehicular parking; DS8 unsound as inconsistent with NPPF Paragraph 30 (reducing traffic congestion) and 124 (air quality)		Local Plan provides for additional town centre retail space. HMOs a matter of Development Control. The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage. STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.

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755	William Grant	NA	NA	DS8	DS8 contrary to NPPF Paragraph 70 as there is not provision of adequate medical facilities; DS8 will cause horrendous traffic congestion contrary to NPPF Paragraph 30	Delete DS8	The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage.
756	Audrey Deeley	NA	NA	DS8	Threat to landscape para 109	All the Green Belt area will be taken away nowhere for wildlife to live	Landscape assessments are routinely undertaken as part of major residential Planning Applications.
757	Helen Somerset	NA	NA	DS8	The rainfall run off from new housing could seriously increase flooding in Lime Tree Village / Avenue area therefore policy DS8 is contrary to NPPF para.24 (sic). Increase in new housing will also lead to considerable increase in traffic on narrow country lanes therefore Policy DS8 is contrary to NPPF para.30. Remove Policy DS8. Change SDC1 to specify the maximum appropriate height for housing close to the existing built up area of Rugby.	Delete Policy DS8	DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. Housing heights are a matter to be finalised by Development Control through the Planning Application process. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
757	H Somerset	NA	NA	DS8	<p>South West proposal equivalent of a new town. Impact of cars on local roads and increase in traffic horrific. Lime Tree Village residents will not be able to drive out safely. Contrary to stated aim of creating environment supportive of the elderly. Roads do not have the capacity to cope with the extra traffic. Green area eaten up by proposed SW Rugby (DS8 and DS9) is vital green area near centre of Rugby. Much needed outdoor leisure space and much needed urban countryside, both for wildlife and to reduce town pollutants and make the air quality acceptable and liveable. Catastrophic effect on local environment. Area is very pleasant to live in. Traffic is manageable, shops are near and sufficient, and facilities are good. 5000 new properties would wreck local living environment. If additional housing is required then fell that developments such as Lodge Farm better way to increase housing.</p>		<p>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. 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).DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
757	H Somerset	NA	NA	DS8	<p>South West proposal equivalent of a new town. Impact of cars on local roads and increase in traffic horrific. Lime Tree Village residents will not be able to drive out safely. Contrary to stated aim of creating environment supportive of the elderly. Roads do not have the capacity to cope with the extra traffic. Green area eaten up by proposed SW Rugby (DS8 and DS9) is vital green area near centre of Rugby. Much needed outdoor leisure space and much needed urban countryside, both for wildlife and to reduce town pollutants and make the air quality acceptable and liveable. Catastrophic effect on local environment. Area is very pleasant to live in. Traffic is manageable, shops are near and sufficient, and facilities are good. 5000 new properties would wreck local living environment. If additional housing is required then fell that developments such as Lodge Farm better way to increase housing.</p>		<p>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. 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).DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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759	J Paul	NA	NA	DS8	<p>Existing concerns around noise, air quality and highway safety; DS8 is unjustified; agreement with Daventry District Council that brownfield development should be accelerated; SHMA consultants not impartial; population projections have been treated as forecasts, contrary to government policy, Brexit not taken into account; no justification for taking 2,800 of Coventry's housing need; infrastructure plan is vague; all financially interested parties should declare their position and abstain from any vote; Dunchurch crossroads air pollution exceeds EU limits which further development will exacerbate; mast site should be developed first; 5,000 homes the size of a small town yet without sufficient infrastructure; Dunchurch is a Conservation area and needs protection; massive oversupply of housing to relative labour requirements will increase commuting or local unemployment; warehousing is poorly paid so how will this development be affordable; no protection of bridleways and footpaths.</p>		<p>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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. All sites proposed are required to maintain a 5 year land supply throughout the plan period. Makes provision for a</p>

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							<p>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. 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.</p>

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760	Emma Turtle	NA	NA	DS8	<p>Unlikely to be affordable housing on the site. Expensive housing. New home owners will be commuters with cars, increasing Dunchurch's traffic and pollution problems. Plan can be improved by replacing Lodge Farm with originally preferred plan to have at Walsgrave. New road will not protect Dunchurch. Highway safety issues. Surgery and Primary School may not be built. Dunchurch is beautiful historic village with conservation area. Character and identity lost and ruined. Contravenes NPPF, Paras 30, 120, 124, 34, 37, 95, 17, 58, 52, 57, 69, 70, 73, 74, 109, 114-119, 112.</p>		<p>Affordable housing is addressed in the new Local Plans housing mix policy with details finalised at Planning Application stage. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. 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).</p>

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768	Charlotte Haley	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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771	Stewart Wright	NA	NA	DS8	<p>Rugby Local Plan is unsound in its assumptions on housing need. Policy DS1 states that a figure of 12,400 dwellings is needed by 2031 and has been decided on without adequate consideration of Government policy. Housing needs contained within SHMA assessment produced by consultants G. L. Hearn who cannot be considered impartial or objective. This assessment is fundamentally unsound. Government guidance indicates consultants should be independent. G. L. Hearn acted on behalf of a developer within South West Broad Location for a development of 600 properties whilst working on the SHMA. SW Rugby will have large will poor access journeys will be car dominated and not sustainable. SW Rugby will almost destroy open land between Rugby and Dunchurch. Rugby Master Plan SPD demonstrates little thought been given to implementation of the proposal. If buffers are only going to be 30 metres this is an insult as it will be no buffer at all. Questions methodology for industrial units, vacancies at adjacent industrial park. Already plenty of industrial parks in borough. In conflict with Thurlaston conservation area (policy SDC3). Questions infrastructure provision and impact on existing infrastructure</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. It is acknowledged there will be loss of agricultural land however, this</p>

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					<p>including UHCW. Believes increase in delivery from annual 440 per annum to LP target not deliverable. Population projections treated as forecasts against Government guidance. No account of Brexit.</p>		<p>is the case for all of the proposed allocations as there is extremely limited brownfield capacity as demonstrated in the SHLAA. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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771	Stewart Wright	NA	NA	DS8	<p>Rugby Local Plan is unsound in its assumptions on housing need. Policy DS1 states that a figure of 12,400 dwellings is needed by 2031 and has been decided on without adequate consideration of Government policy. Housing needs contained within SHMA assessment produced by consultants G. L. Hearn who cannot be considered impartial or objective. This assessment is fundamentally unsound. Government guidance indicates consultants should be independent. G. L. Hearn acted on behalf of a developer within South West Broad Location for a development of 600 properties whilst working on the SHMA. SW Rugby will have large will poor access journeys will be car dominated and not sustainable. SW Rugby will almost destroy open land between Rugby and Dunchurch. Rugby Master Plan SPD demonstrates little thought been given to implementation of the proposal. If buffers are only going to be 30 metres this is an insult as it will be no buffer at all. Questions methodology for industrial units, vacancies at adjacent industrial park. Already plenty of industrial parks in borough. In conflict with Thurlaston conservation area (policy SDC3). Questions infrastructure provision and impact on existing infrastructure</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. It is acknowledged there will be loss of agricultural land however, this</p>

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					<p>including UHCW. Believes increase in delivery from annual 440 per annum to LP target not deliverable. Population projections treated as forecasts against Government guidance. No account of Brexit.</p>		<p>is the case for all of the proposed allocations as there is extremely limited brownfield capacity as demonstrated in the SHLAA. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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773	Anthony Mills	NA	NA	DS8	DS8 will cause untold traffic congestion and contrary to NPPF para 30, bad for air pollution caused by cars para 120 and 124. Too many people for doctors and hospitals to cope with, flails to provide community facilities para 70, building on Green Belt para 126.	Delete policy DS8 from the Plan	STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage. 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.
777	G Storer	NA	NA	DS8	Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Green fields around Dunchurch should not be built on whilst developers are not taking advantage of planning permission at the Mast site Policy is contrary to NPPF paras. 30 and 124 and is		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. DS8 makes specific requirement of a buffer 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. Proposed Appendix 3

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					<p>therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p>		<p>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). Between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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777	G Rees	NA	NA	DS8	DS8 and DS10 conflicts with Para 112 NPPF as needlessly takes agricultural land and will increase traffic and noise pollution to unacceptable levels..	DS8 and DS10 need to be urgently reviewed, even scrapped, to be replaced with a plan which would be appropriate for our VILLAGE of Dunchurch.	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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).

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778	Clair Timms	NA	NA	DS8	<p>STA: Of particular concern is Dunchurch crossroads. SW link Road is welcomed although scale of relief is in doubt. Junction already over capacity and air quality pollution at dangerous levels. Appears RBC has chosen to ignore conclusions of STA and disregard the negative impact on roads.</p>		<p>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. 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).</p>
778	Clair Timms	NA	NA	DS8	<p>DS8 Will almost totally destroy open land between Rugby, Dunchurch and Cawston. Poor links to town centre and transport connections. Journeys will be car dominated and therefore not sustainable.</p>		<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Local Plan has been subject to SA.</p>

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778	Clair Timms	NA	NA	DS8	DS8 Unsounds as inconsistent with NPPF, in particular para 30 and 124.		<p>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. 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>
786	F Stevenson	NA	NA	DS8	Significant queuing on Gyrotory and Rugby Road into Dunchurch. Particularly prevalent at work rush hours and when the schools start and finish. With proposed	-	<p>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</p>

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					<p>warehouses no provision made for increased haulage traffic. Add to congestion through Dunchurch at peak times. Pollution levels in village already significantly high and above the EU limits at the crossroads. Why are industrial units needed when 10 year plan in place at DIRFT. Concerns about impact of 6500 houses. Would morph into suburb of Rugby. DS8 unsound as not consistent with national policy, in particular para 30 on reducing traffic congestion and para 124 on air quality. Local plan should be improved by dropping this policy.</p>		<p>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. 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).</p> <p>The gyratory system was assessed as part of the STA; Warwickshire County Council has not identified the gyratory as a constraint on development. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
786	F Stevenson	NA	NA	DS8	<p>Significant queuing on Gyrotory and Rugby Road into Dunchurch. Particularly prevalent at work rush hours and when the schools start and finish. With proposed warehouses no provision made for increased haulage traffic. Add to congestion through Dunchurch at peak times. Pollution levels in village already significantly high and above the EU limits at the crossroads. Why are industrial units needed when 10 year plan in place at DIRFT. Concerns about impact of 6500 houses. Would morph into suburb of Rugby. DS8 unsound as not consistent with national policy, in particular para 30 on reducing traffic congestion and para 124 on air quality. Local plan should be improved by dropping this policy.</p>		<p>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. 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). The gyratory system was assessed as part of the STA; Warwickshire County Council has not identified the gyratory as a constraint on development. 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.DS8 makes specific requirement of a buffer between Rugby</p>

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							and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.
786	F Stevenson	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Green fields around Dunchurch should not be built on whilst developers are not taking advantage of planning permission at the Mast site Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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 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</p>

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786	F Stevenson	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Green fields around Dunchurch should not be built on whilst developers are not taking advantage of planning permission at the Mast site Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p>		<p>(LP54.46 - 54.58 and LP54.120- 124).</p> <p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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 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).</p>

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787	Robert Collings	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>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. 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.</p>

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788	Rhona Smith	NA	NA	DS8	<p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. 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. Daventry District Council has raised concerns regarding soundness, not on Duty to Cooperate. Northamptonshire CC has requested engagement with the highway evidence in relation to DS10. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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789	Carina Haley	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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790	Nigel Stott	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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					to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.		greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.
793	I Kennard	NA	NA	DS8	Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston		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.

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					<p>despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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.</p> <p>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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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796	B E Gane	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>	Delete Policy DS8	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).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. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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797	D A Gane	NA	NA	DS8	<p>DS8 Will almost totally destroy open land between Rugby, Dunchurch and Cawston. Poor links to town centre and transport connections. Journeys will be car dominated and therefore not sustainable. DS8 Unsounds as inconsistent with NPPF, in particular para 30 and 124.</p>		<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage. 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.</p>

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800	Carol O'Neil	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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. 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).DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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800	C A O'Neil	NA	NA	DS8	<p>Questions the independent of GL Hearn and the SHMA given Brexit vote and its potential impacts. No information appears to be available why Rugby should take housing on behalf of Coventry. The infrastructure plan is lacking in many areas especially education and health provision as well as transport estimates. The roads shown in the plan would be inadequate to support the plan as substantial link roads and bypasses would be needed. Dunchurch will become worse and the air pollution would give more concern than it currently does. District centre not fully described? Efforts should be concentrated on Brownfield sites and endure the "mast" site is delivered at a consistent rate. Infrastructure requirements as a result of Lodge Farm have not been considered and RBC has not undertaken its duty to care with Northampton CC and Daventry DC.</p>	<p>complete review of realistic up-to-date infrastructure needs is clearly required with a further and sensible public review and re-assessment in due course</p>	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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</p>

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							<p>Application stage. 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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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802	Andrew Gambrell	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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803	C A Reid	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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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806	Josephine Cross	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location</p>	Delete Policy DS8	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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					will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.		Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. 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).DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.
807	John Mills	NA	NA	DS8	Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry	Delete Policy DS8	Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the

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					<p>cannot meets its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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).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. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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810	Margaret Baynes	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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811	G Flower	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Green fields around Dunchurch should not be built on whilst developers are not taking advantage of planning permission at the Mast site Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).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. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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811	G Baynes	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Green fields around Dunchurch should not be built on whilst developers are not taking advantage of planning permission at the Mast site Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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. 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).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</p>

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							delivered. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.
811	G Baynes	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Green fields around Dunchurch should not be built on whilst developers are not taking advantage of planning permission at the Mast site Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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. 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).The delivery of the South West spine road is a</p>

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							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. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.
811	G Baynes	NA	NA	DS8	Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Green fields around Dunchurch should not be built on whilst developers are not taking advantage of planning permission at the Mast site Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA		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. 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.

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814	T J Protheroe	NA	NA	DS8	<p>Insufficient infrastructure provision to support volume of homes proposed- which Cawston development severely underestimated; additional traffic impacts from 5,000 homes on Dunchurch- pollution exceeds EU standards and Local Plan does not address this; DS8 unsound as it is contrary to NPPF Paragraph 30 (reducing traffic volume) and 124 (air quality)</p>		<p>The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage. 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. STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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815	Ben Wright	NA	NA	DS8	<p>The proposed industrial development will result in additional traffic with 3,000 employees with car parking for 1,800 plus vehicles plus lorries. Dunchurch Crossroads is one of the most polluted areas of Warwickshire with severe public health implications in terms of air quality. Development will multiply existing congestion issues, for example traffic queues along the Rugby Road back to Bilton Grange. Residents on Rugby Road, Southam Road, Coventry Road, and Daventry Road experience severe vibration.</p>		<p>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. South West Rugby has yet to be formally adopted therefore the parking spaces mentioned does not form part of the proposed local plan and refers to a document produced by a land promoter .Details would be formalised during the planning application stage.</p>
815	Ben Wright	NA	NA	DS8	<p>Housing needs identified in the SHMA by GL Hearn are unsound as GL Hearn acted on behalf of a developer within the South West Broad Location for a development of 600 properties whilst working on the SHMA. Treating population projections as forecasts is contrary to government policy, does not take into account the impact of Brexit, opts for a high level of housing requirement despite acknowledging</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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</p>

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					<p>the uncertainty around future housing need and links population and job statistics resulting poor judgements with regards to commuting. There is no information as to why Coventry cannot accommodate its housing needs. The proposed annual completion rate would be 55% higher than the existing which is unrealistic. The infrastructure delivery plan is vague with no information on numbers of schools and GPs required- infrastructure delivery takes time and the impact on existing services is under-estimated. University Hospital Coventry is already under strain. At 30 metres the proposed buffer between Rugby Town and Dunchurch is insufficient, the South West proposal has poor transport links and the proposed industrial units are unjustified as there are constant vacancies at nearby industrial sites and contradicts the Thurlaston Conservation Area,</p>		<p>EiPs. The achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from</p>

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							<p>Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage. 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. 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.</p>

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815	Ben Wright	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>	Delete Policy DS8	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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816	Selina Wright	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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					<p>will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. 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).DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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821	A.C.Kidd	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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.</p>

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822	Carol Seager	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).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. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
822	Carol Seager	NA	NA	DS8	Widening of Dunchurch road will impact on the historic crossroads.		STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. The alterations to the junction are being led by Warwickshire County Council who will engage with the relevant statutory heritage bodies.
823	Nicholas Long	NA	NA	DS8	Dunchurch already suffers from traffic congestion; Northampton Lane and Atkinson Avenue are used to bypass the Dun Cow Crossroads, which additional houses will exacerbate. Altering the layout of the Dun Cow crossroad will not alleviate the problem. Concerns expressed in relation to road safety at the Dun Cow Junction, Rugby Road and Northampton Lane. Air quality is poor around Dunchurch as existing, which additional dwellings will only exacerbate. DS8 fails to comply with NPPF Paragraph 30 (congestion) and Paragraph 124 (air quality).	Remove DS8	The Local Plan has been informed by an STA undertaken by Warwickshire County Council and consultation has taken place with Highways England, which has identified the strategic requirements to support the Plan. DS9 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. The STA June 2017 identifies that there would be a reduction of traffic flows at Dunchurch cross roads. No change recommended.

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824	J.E Kearney	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Policy has been formulated in relation to evidence base and is considered to be sound. 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.</p>
826	G K Nicholls	NA	NA	DS8	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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</p>

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					<p>period. A more focused delivery strategy would make better use of existing infrastructure. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p>		<p>linked to longer term infrastructure investment and part of large urban extension sites which will remain developable beyond the Plan period. 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. 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). DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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827	B Nicholls	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>	Delete Policy DS8	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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830	Sue Protheroe	NA	NA	DS8	<p>Insufficient infrastructure to support the proposed number of houses; pollution levels at Dun Cow crossroads currently exceed EU limits, with the associated impact on health; DS8 contravenes NPPF Paragraph 30 (reducing traffic congestion and Paragraph 124 (air quality));Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model</p>		<p>The Local Plan has been informed by an STA undertaken by Warwickshire County Council and consultation has taken place with Highways England, which has identified the strategic requirements to support the Plan. DS9 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. The STA June 2017 identifies that there would be a reduction of traffic flows at Dunchurch cross roads. 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. No change recommended. The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage. 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.</p>

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					<p>used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		
831	A. Leugs	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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</p>

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					used in STA.		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. 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.
832	Trevor Wyeth	NA	NA	DS8	Roads unable to cope with additional traffic- character of Dunchurch will be irrevocably lost; Dunchurch crossroads cannot cope with volume of traffic passing through- queues often stretch back to the M45 bridge; unlikely proposed alternations at Dunchurch would improve the situation as it is partially caused by parked cars; Dunchurch crossroads worse junction in county for air pollution- which further housing will exacerbate; DS8 is inconsistent with NPPF Paragraph 30 (reducing congestion) and 124 (air quality)	Remove DS8	The Local Plan has been informed by an STA undertaken by Warwickshire County Council and consultation has taken place with Highways England, which has identified the strategic requirements to support the Plan. DS9 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. The STA June 2017 identifies that there would be a reduction of traffic flows at Dunchurch cross road and improve air quality. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
832	Trevor Wyeth	NA	NA	DS8	Roads unable to cope with additional traffic- character of Dunchurch will be irrevocably lost; Dunchurch crossroads cannot cope with volume of traffic passing through- queues often stretch back to the M45 bridge; unlikely proposed alterations at Dunchurch would improve the situation as it is partially caused by parked cars; Dunchurch crossroads worse junction in county for air pollution- which further housing will exacerbate; DS8 is inconsistent with NPPF Paragraph 30 (reducing congestion) and 124 (air quality)	Remove DS8	The Local Plan has been informed by an STA undertaken by Warwickshire County Council and consultation has taken place with Highways England, which has identified the strategic requirements to support the Plan. DS9 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. The STA June 2017 identifies that there would be a reduction of traffic flows at Dunchurch cross road and improve air quality. No change recommended.

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834	D Flavell	NA	NA	DS8	<p>Objection to DS8 on the basis of increased congestion and associated; existing car reliance to get to Eliot's Field due to poor public transport; scale of the plan ridiculous and question as to why Rugby has to take Coventry's overspill; insufficient healthcare and schooling infrastructure; DS8 inconsistent with NPPF Paragraph 30 (reducing traffic congestion) and 124 (air quality);</p>	Remove DS8	<p>The Local Plan has been informed by an STA undertaken by Warwickshire County Council and consultation has taken place with Highways England, which has identified the strategic requirements to support the Plan. DS9 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. The STA June 2017 identifies that there would be a reduction of traffic flows at Dunchurch cross road and air quality. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.</p>

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838	Alaister Casemore	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals.</p> <p>Re: Policy DS8 - concern of gap between Rugby/Bilton and Dunchurch. Should develop out at sites with existing planning permissions and brownfield sites prior to releasing greenfield sites. Employment site will lead to increase in traffic close to the village impacting on congestion, air quality and noise pollution. Question the need for warehousing site given existing employment sites and Brexit impact on trade. Concerns over environment sustainability.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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							<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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853	Beverley Hyland	NA	NA	DS8	Dunchurch cannot take any further traffic movements especially with the development taking place currently; the number of dwellings (12,400 by 2031) seems to have been plucked out of the air; no justification for building 2,400 dwellings on behalf of Coventry;		<p>The Local Plan has been informed by an STA undertaken by Warwickshire County Council and consultation has taken place with Highways England, which has identified the strategic requirements to support the Plan. DS9 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. The STA June 2017 identifies that there would be a reduction of traffic flows at Dunchurch cross road and air quality. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.</p>

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856	Vera Matthews	NA	NA	DS8	Former Mast site planning permission not implemented; agreement with Daventry District Council that development of brownfield land should be accelerated; DS8 contrary to NPPF Paragraph 52 (no community support for a garden village), paragraph 30 (schools in wrong place); 109 (impact on landscape), paragraph 126 (historic village of Dunchurch- a major tourist attraction- will be threatened by traffic and fumes and paragraph 123 (the traffic noise for people living close to Dunchurch crossroads will be unbearable;	Remove DS8	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage. 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.

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858	Gill and Barry Bowers	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>	Delete Policy DS8	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).</p>

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891	Melonie Gibbs	NA	NA	DS8	<p>Concern in relation to loss of countryside, loss of fresh air (considering Dunchurch's poor air quality)- especially when the mast site has yet to be developed. Agreement with Daventry District Council in relation to developing brownfield sites first.</p>	Remove DS8	<p>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. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.</p>
892	Mark Hardcastle	NA	NA	DS8	<p>Object to loss of agricultural land, air quality implications and agreement with Daventry District Council that more brownfield sites should be developed. Developers are not taking advantage of planning permissions already granted for the former Rugby Radio Station Mast site.</p>		<p>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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period. No change recommended.</p>

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895	Alice Rees	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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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896	Laura Rees	NA	NA	DS8	<p>Objection to South West overspill. The consultant who produced the housing needs assessment also worked for a South West land promoter so has questionable impartiality. Population projections have been treated as forecasts within the SHMA- contrary to government policy- and impact of Brexit has not been considered. Housing requirements high despite uncertainty in relation to housing need. MoU doesn't justify why Rugby is accepting part of Coventry's housing allocation. 440 dwellings built per annum in first 5 years of plan- a 55% increase would be required which is impossible to achieve. Infrastructure Plan is vague. The Strategic Transport Assessment has been ignored. Concern in relation to Dunchurch crossroads and deliverability of the link road. DS8 is inconsistent with NPPF Paragraph 30 on reducing traffic congestion and Paragraph 124 on air quality. Furthermore, DS10 is unjustified with no information on why existing permissions can't be accelerated. No evidence that increasing allocations will increase delivery. A more focused delivery strategy would require less infrastructure. The Strategic Transport Assessment does not take into account the potential impacts</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as</p>

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					<p>from Lodge Farm. The STA uses the Rugby Wide Area S-Paramus micro-simulation model- which does not include the land allocated for Lodge Farm. The Sustainability Appraisal is questionable and no firm infrastructure commitments.</p>		<p>Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. 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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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898	TWC Millington	NA	NA	DS8	<p>Housing projections strange given planning approval at former mast site; concerns raised in relation to air pollution from traffic- especially affecting the young and elderly; effect of development on public services e.g. schools, hospitals etc.; road conditions likely to be horrendous particularly during peak times, centre of Dunchurch a congestion hotspot which will be exacerbated; consultants GL Hearn not independent and therefore not impartial; whole plan based on unsound assumptions around housing need; plan should be re-assessed notably in relation to Coventry's needs- no further information seems available around meeting the 2,800 dwellings;</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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. 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). STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.</p>

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916	R J Cooper	NA	NA	DS8	<p>No further development should take place around M6, A426, A5 and A427/Montello Lane- an area containing Churchover with its historic Church overlooking the swift valley, four working farms, four established spinneys and the River Swift with a feeder stream from the Oxford Canal- as it's the last area of countryside near Rugby; the area has bridle paths, flood plains, watercourses, habitats and flora and fauna; procreative, ecological and agro-economic benefits mean there should be no further development North of the M6</p>		<p>An allocation of upto 100 houses is proposed for land at Coton Park; the rest of the development strategy is focused for areas outside of those mentioned.</p>

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931	Alan George Palmer	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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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934	Mike Goode	NA	NA	DS8	<p>Objection to urbanisation of Dunchurch village. Schools, GP's and road infrastructure cannot cope whilst pollution is above EU limits. 5,000 dwellings risk undermining Dunchurch's tourism value; the green space between Rugby and Dunchurch should be respected; no independent assessment of population forecasts- developers are influencing the forecasts submitted to consultants; the traffic modelling used is outdated and traffic will become unmanageable if Ashlawn Road, Houlton and Lodge Farm go ahead.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The STA June 2017 updated the September 2016 STA by increasing</p>

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							<p>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. 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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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935	D Johnson	NA	NA	DS8	<p>Potential for traffic congestion of Para 30 NPPFDS8 not consistent with NPPF: Threat to open spaces of Para 57, 58, 69, 70, 73, and 74. DS8 unsound and inconsistent with national policy. Fails to meet standard of NPPF 30 and 124. Therefore ask to drop this policy immediately.</p>	Delete DS8	<p>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. 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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936	Daniel Harbord	NA	NA	DS8	Air quality in Dunchurch already appalling. The road traffic is already too heavy for the road and is sometimes unsafe to cycle in this area. 500 new homes and industry would add to this problem. It is unacceptable that countryside is being built upon. DS8 is unsound and inconsistent with the NPPF para 30 on reducing traffic congestion and para 124 on air quality.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.
938	Helen Macartney	NA	NA	DS8	Urban sprawl encroaching villages; concern in relation to increased traffic with subsequent effects on air and noise pollution; concern in relation to road safety; DS* unjustified; agreement with Daventry DC that brownfield development should be accelerated; concerns consultants not impartial; population projections treated as forecasts; no account of Brexit; why should Rugby take dwellings on Coventry's behalf? IDP vague; concern in relation to Dunchurch		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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). A MoU distributes the OAN

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					<p>crossroads and 'rat run' at Atkinson Avenue; existing permission at mast site sufficient; loss of green fields; Dunchurch a conservation area; concern about warehousing; concern about infrastructure- schools, doctors etc.; no protection for wildlife and bridleways</p>		<p>across the HMA to ensure it is met within the HMA. Although NBBC are not signatories of the MoU, RBC is of the view, from limited inspection of NBBC evidence that NBBC can deliver their contribution of the OAN as identified within the MoU. IDP proposes strategy for infrastructure delivery. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date</p>

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							<p>adopted local plan. Household projections are the starting point for arriving at housing need. 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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. WCC Ecology and Footpaths have been fully engaged throughout the development of the plan and further ecological assessment would be undertaken during the planning application phase with any necessary mitigation measures identified.</p>

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938	Helen MacCartney	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: Policy DS8 - needlessly takes agricultural land, contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to</p>	Remove DS8	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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					<p>cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Existing concerns around noise, air quality and highway safety; DS8 is unjustified; agreement with Daventry District Council that brownfield development should be accelerated; SHMA consultants not impartial; population projections have been treated as forecasts, contrary to government policy, Brexit not taken into account; no justification for taking 2,800 of Coventry's housing need; infrastructure plan is vague; all financially interested parties should declare their position and abstain from any vote; Dunchurch crossroads air pollution exceeds EU limits which further development will exacerbate; mast site should be developed first; 5,000 homes the size of a small town yet without sufficient infrastructure; Dunchurch is a Conservation area and needs protection; massive oversupply of housing to relative labour requirements will increase commuting or local unemployment; warehousing is poorly paid so how will this development be affordable; no protection of bridleways and footpaths.</p>		<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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938	M Macartney	NA	NA	DS8	<p>Existing concerns around noise, air quality and highway safety; DS8 is unjustified; agreement with Daventry District Council that brownfield development should be accelerated; SHMA consultants not impartial; population projections have been treated as forecasts, contrary to government policy, Brexit not taken into account; no justification for taking 2,800 of Coventry's housing need; infrastructure plan is vague; all financially interested parties should declare their position and abstain from any vote; Dunchurch crossroads air pollution exceeds EU limits which further development will exacerbate; mast site should be developed first; 5,000 homes the size of a small town yet without sufficient infrastructure; Dunchurch is a Conservation area and needs protection; massive oversupply of housing to relative labour requirements will increase commuting or local unemployment; warehousing is poorly paid so how will this development be affordable; no protection of bridleways and footpaths.</p>		<p>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. 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. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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							<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. 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). STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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940	Joanne Harbord	NA	NA	DS8	<p>I personally suffer From Asthma and I am worried about the effect the plan will have on the already poor air quality in Dunchurch due to excessive traffic. The increased traffic caused by the vast number of houses will increase traffic and associated Air Quality. I believe policy DS8 is unsound and inconsistent with NPPF para 30 and 124.</p>		<p>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. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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941	James Harbord	NA	NA	DS8	I find it unacceptable that the proposed development is to build on Green Belt land. A development of the proposed scale is will scare the areas nature and habitat. I believe Policy DS8 is unjustified and the Local plan should be dropped.		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. The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations.
942	G Harboard	NA	NA	DS8	Countryside around Dunchurch and Bilton provides fresh air and open space for many people in the area. RBC allowing area to be ruined by developers and are not taking advantage of the planning permission that has already been granted for the development area towards Crick. This area is one of the limited areas accessible to me around Rugby where I can walk on green belt, in clean air and the countryside. DS8 shocking and must be unjustified. Sure better to develop brownfield instead of destroying Green Belt. Thought that RBC was responsible to look after Rugby's rural and town interests rather than create further traffic in village locations which will bring further air pollution and noise to this area. Local Plan should be improved by dropping this unacceptable proposal for 5000 homes, industrial space and new roads on green belt, this cannot be considered to be	-	DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout 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. 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

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					environmentally sustainable.		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 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).
943	S Pearce	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meets its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from</p>		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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

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					<p>plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan. 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).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. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>
944	Stephen Prime	NA	NA	DS8	<p>Concern in relation to DS8s impact on countryside and pollution; existing concerns surrounding congestion at Dunchurch; DS8 is inconsistent with NPPF Paragraph 30 (reducing congestion) and Paragraph 124 (air pollution)</p>	Remove DS8	<p>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. 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</p>

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							<p>the SHLAA. 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. 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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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945	Fred Scharengui vel	NA	NA	DS8	Concern in relation to existing traffic congestion and associated air pollution problems around Dunchurch and the gyratory system which the proposed development on Ashlawn Road and Dunchurch would exacerbate, DS8 inconsistent with NPPF Paragraph 30 on congestion and 124 on air quality.		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. 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). STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.
946	Janet Kitchen	NA	NA	DS8	No case made for the scale of building proposed or the 2,800 dwellings needed by Coventry, especially if there is a recognised need for additional housing in the vicinity of Walsgrave Hospital. Community infrastructure and proper provision for management of increased traffic are essential features but neither is reflected in this plan. The scale of housing and industrial development around		The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Dunchurch is an over-development and represent urban sprawl. The construction of warehousing near Thurlaston seems perverse when DIRFT has better access to M1 and M6. Traffic through the village will increase the risk to residents' health.</p>		<p>Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
947	Rosemary Hill	NA	NA	DS8	Object due to strain on roads and loss of agricultural land.		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. As identified in the STA the IDP contains mitigation to impacts on the highway network to the satisfaction of the highway authority.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
948	Mr and Mrs Walters	NA	NA	DS8	<p>No further development should take place around the ancient villages of Bilton and Dunchurch. With major developments at Cawston and Houlton, Rugby has taken its fair share of housing. Congestion and air pollution issues at Dunchurch and the gyratory system.</p>		<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. The gyratory system was assessed as part of the STA; Warwickshire County Council have not identified the gyratory as a constraint on development.</p>

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957	Amanda Trodd	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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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958	G Trodd	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Green fields around Dunchurch should not be built on whilst developers are not taking advantage of planning permission at the Mast site Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
962	G Brunaus	NA	NA	DS8	<p>Countryside to Southwest provides fresh air and open spaces for walking for many people and has extensive agricultural land. . Much being offered as overspill for Coventry when there is extensive land available near Coventry itself. Plans should be made to develop more brownfield sites before committing so much countryside to housing. Traffic caused will make air quality in Dunchurch, which is already appalling, especially the at rush hour - deteriorate even more. Whether or not the spine road goes ahead, the increased traffic will inevitably increase air pollution - something which is in direct contravention of Government guidelines. Road safety, already impossible to cross street safely, and problem will only increase with the building of proposed houses and warehouses. No provision made for haulage traffic. Already lorries are making the life of people living on Southam Road in Dunchurch a misery, making those houses shake, and this is increasingly true for Daventry as well. Disruption will inevitably get worse when many houses are built near the village. DS8 unsound as inconsistent with national planning policy. Fails to meet NPPF para 30 and 124. Local Plan should be improved by dropping this policy.</p>	-	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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.</p> <p>STA 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).</p>

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964	Bernard Devine	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>	Delete Policy DS8	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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964	Bernard Devine	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>	Delete Policy DS8	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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966	Erica Milwain	NA	NA	DS8	<p>Increase in traffic through Dunchurch crossroads towards Southam. Photographic evidence of existing traffic problems submitted. Long queue of traffic common. Road cannot take extra traffic. Already have pollution levels of nitrogen dioxide at Dunchurch above government targets. DS8 unsound as inconsistent with NPPF para 30 and 124.</p>	<p>Local Plan should be improved by dropping this policy.</p>	<p>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. 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 Highways 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>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
966	Erica Milwain	NA	NA	DS8	<p>PHASE 2: Area is crisscrossed by rights of way. Network of walking and riding opportunities. NPPF para 75 protection and enhancement of rights of way and access. Loss of amenity. Detrimental effect on local population, Paras 69, 73 and 74. Loss of agricultural land (Para 112). Plan earmarked for warehousing. This type of development is totally out of keeping with the locality. Low-grade employment generated would not be the sort required. Existing empty units at Dunchurch Trading Estate. Mast site already has permission. Enough land there to satisfy Rugby's needs. Better to encourage development there than South West (NPPF Para 111). DS8 unjustified. Greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing.</p>	<p>Local Plan should be improved by dropping this policy.</p>	<p>Public footpaths will be protected through consultation with WCC footpaths. 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. 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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout 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.</p>

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966	Erica Milwain	NA	NA	DS8	<p>Increase in traffic through Dunchurch crossroads towards Southam. Photographic evidence of existing traffic problems submitted. Long queue of traffic common. Road cannot take extra traffic. Already have pollution levels of nitrogen dioxide at Dunchurch above government targets. DS8 unsound as inconsistent with NPPF para 30 and 124.</p>	<p>Local Plan should be improved by dropping this policy.</p>	<p>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. 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 Highways 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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966	Erica Milwain	NA	NA	DS8	<p>PHASE 2: Area is crisscrossed by rights of way. Network of walking and riding opportunities. NPPF para 75 protection and enhancement of rights of way and access. Loss of amenity. Detrimental effect on local population, Paras 69, 73 and 74. Loss of agricultural land (Para 112). Plan earmarked for warehousing. This type of development is totally out of keeping with the locality. Low-grade employment generated would not be the sort required. Existing empty units at Dunchurch Trading Estate. Mast site already has permission. Enough land there to satisfy Rugby's needs. Better to encourage development there than South West (NPPF Para 111). DS8 unjustified. Greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing.</p>	<p>Local Plan should be improved by dropping this policy.</p>	<p>Public footpaths will be protected through consultation with WCC footpaths. 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. 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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout 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.</p>

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966	E Milwain	NA	NA	DS8	<p>Objection to South West Rugby development. In Rugby area have had perfect mix of town and country - all the main facilities within a short distance and pleasant countryside on our doorstep crisscrossed by a good network of footpaths. Regularly walk in area with family and do not wish to see such a large area obliterated for questionable gain. Shouldn't we be looking at this area as a valuable resource for the health and well-being of the local population rather than a moneymaking commodity?</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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966	E Milwain	NA	NA	DS8	<p>Levels of pollution at Dunchurch crossroads exceed government targets. Identified as a concern for air quality. This is endangering health of daughters. In addition, large numbers of school children in centre of village. On busy morning Ashlawn buses get caught up intel queues. Children spend longer waiting in the village, breathing in the fumes and are late for lessons, thus damaging both their health and education. Levels of queuing traffic have built up to a point where they are causing considerable stress and inconvenience. Particularly bad in late afternoon and early evening.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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966	E Milwain	NA	NA	DS8	<p>Frustrated queuing or slow moving traffic heading towards Dunchurch crossroads overtakes residents parked cars and frequently will not give way to traffic heading in the opposite direction. Safety issues. Lorries travel at frightening speed near the village centre. Atkinson Avenue very busy with traffic using it as a rat-run to avoid crossroads. Queuing traffic there morning and evening and a lot of people walking their children to school breathing in the fumes. This is extra traffic through Dunchurch that has not been counted in the surveys at the crossroads. Traffic coming into Dunchurch down Cawston Lane has increased since the housing at Cawston was built adding further congestion in the centre.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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966	E Milwain	NA	NA	DS8	<p>Since Rugby's shopping facilities are located in the centre and north of the town, extra people in the South West will need to travel into and through Rugby to use shops and other facilities. This will inevitably increase congestion and pollution in already busy town centre hotspots such as Corporation Street, gyratory system, Newbold Road and Leicester Road.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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966	E Milwain	NA	NA	DS8	DS8 unsound as inconsistent with national planning policy. In particular fails to meet the standard of NPPF para 30 and 124.		<p>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 has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. 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.</p>

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968	Florence Harris	NA	NA	DS8	Lodge Farm will not help build a strong local economy, people tend to shop elsewhere due to the traffic volumes in Dunchurch. Not all of the information is included in consultations that ran until 11th January.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy.

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968	Florence Harris	NA	NA	DS8	<p>A housing development would in no way be sympathetic to the local surroundings. It would destroy the heritage of the Leam Valley. This goes against Para 57,58,69,70,73 and 74. Public transport is basically non-existent and a car is needed. Building a housing estate at Lodge Farm will cause terrible traffic congestion in an already terrible traffic problematic area. This goes against para 30,34,37 and 95. With the additional cars in the road there will be increased pollution which is against para 120 and 124 of the NPPF. Pollution will exacerbate health problems, where will the medical facilities be ?</p>		<p>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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.</p>

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977	Bronte Watts	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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</p>

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							<p>a live document and has been updated at modifications LP54.116-140. Additional details will be finalised at the Planning Application stage. DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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980	G Watt	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Green fields around Dunchurch should not be built on whilst developers are not taking advantage of planning permission at the Mast site Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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 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).</p>

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980	G Watt	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Green fields around Dunchurch should not be built on whilst developers are not taking advantage of planning permission at the Mast site Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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 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).</p>

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985	Julie Peters	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>	Delete Policy DS8	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. 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).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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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986	Kate Vaughan	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location</p>	Delete Policy DS8	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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					<p>will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. 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).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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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987	Kelly Mercer	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location</p>	Delete Policy DS8	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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					will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.		Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. 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).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. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.
988	Jane Le Poidevin	NA	NA	DS8	Re: SHMA - concerns over impartiality of consultants and that	Delete Policy DS8	Independent consultants G L Hearn produced the SHMA and the subsequent

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					<p>projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to</p>		<p>updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have</p>

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					<p>NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. 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).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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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990	Ann Wright	NA	NA	DS8	<p>Numbers of houses proposed would swamp existing communities. Developing countryside around Dunchurch risks a loss of amenity. The impartiality of the consultants who produced the SHMA is questionable as they acted on behalf of a developer within the South West broad location in the promotion of a site for 600 houses, therefore the assessment is unsound. Population projections have been treated a forecasts within the SHMA which is contrary to government policy and there has been a failure to take into account any potential impact from 'Brexit'. The SHMAs housing numbers are high, there is a tenuous link between housing numbers and employment and the Memorandum of Understanding is unjustified. The figure of 12,400 houses has been finalised without adequate consideration of government policy. 440 dwellings per year represents a 55% increase in the number of dwellings delivered which is unrealistic. The infrastructure delivery plan is insufficient and lacks the capability to hold developers to account. There are poor links to the town centre from the proposed development site meaning a reliance on cars and thus an increase in air pollution at the Dunchurch</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and</p>

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					<p>crossroads and exacerbating existing congestion. Historic buildings are subject to damage through vibration, which will only be exacerbated. Rugby is suffering from a shortage of school places, with insufficient plans to remedy this. University Hospital Coventry and Warwickshire is unable to meet its targets as existing, which would be exacerbated. DS8 would result in the coalescence of Cawston, Dunchurch and Rugby- the proposed buffer is insufficient. The proposed industrial units are unjustified, especially when there are vacancies at DIRFT and other sites. This is contrary to the Thurlaston Conservation Area (SDC3).</p>		<p>cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. 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.</p>

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990	Ann Wright	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound. . Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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990	Ann Wright	NA	NA	DS8	<p>Draft policy DS8 is unsound as it is inconsistent with national planning policy. In particular it fails to meet the standard of National Planning Policy Framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality. Therefore the local plan should be improved by dropping this policy. Proposal will put extra vehicles in the area which is already one of the most polluted areas in Warwickshire. Some mitigation work has been undertaken by WCC recently, but the problem has in fact become much worse. Concerned about health impacts from increased traffic from the allocation and neighbouring authorities proposals.</p> <p>We know that WCC have agreed a scheme to help with traffic at the crossroads but it will not help. Traffic congestion already exists and houses on main routes through Dunchurch suffer from vibrations of traffic.</p>		<p>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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992	Catherine Watt	NA	NA	DS8	<p>Dunchurch does not have the transportation infrastructure, adequate school places or medical cover to support the building of more homes. The building of such a large amount of homes will also significantly damage the environment, destroying green space for all of the local residents. I do not believe the plan is sustainable or responsible,</p>	<p>Consideration of an alternative site as these homes should be built in Coventry or its outskirts as it is covering the housing shortage in this area. If houses are to be built on the proposed sight it should be a significant reduction number which will not impact on any of the current infrastructure or affect the environment in any way</p>	<p>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. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Local Plan has been subject to an SA.</p>

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992	Catherine Watt	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).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. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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993	Helen Le Poidevin	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). A MoU distributes the OAN across the HMA to ensure it is met within the HMA. Although NBBC are not signatories of the MoU, RBC is of the view, from limited inspection of NBBC evidence that NBBC can deliver their contribution of the OAN as identified within the MoU.</p>
995	Jamie Battista	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No</p>	Delete Policy DS8	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>justification in MOU why Coventry cannot meets its own need. Infrastructure plan is vague with number of uncosted proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of</p>

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							<p>Warwick's local plan. No alteration proposed. 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. 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).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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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997	M.B. Tennant	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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998	Helen Hackley	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).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. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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999	H Molyneaux	NA	NA	DS8	<p>Rugby is turning into a mini city with inadequate services, congestion and a dying heart. Please can the vision include a holistic design, work with local wildlife organisations, and refer to Milton Keynes developments who have led the way in considering energy efficient housing. Small north faced windows added minimising heat loss. A good mix of social housing and not just high end housing. Adequate off road parking as most households have 2 to 3 cars. Space for local health services, a community hub/village hall. More health services to return to Rugby as accessing Walsgrave is a nightmare. The plan will mean a massive increase in traffic, please consider the best way to minimise traffic in Northampton Lane. Adequate public transport with additional bus routes should be considered at the planning stage. Bike routes to Industry through the North of the town would be useful. Rugby Town Centre there is nothing to do and see unless you want to use financial services or buy a house. Relocation of the larger chains is a sad incitements even when charity shops are giving up. The Council needs to be radical and imaginative in its approach to reviving the Town Centre.</p>		<p>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. Policy H1 addresses housing mix. 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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1000	J E Douse	NA	NA	DS8	<p>I believe draft policy DS8 is unjustified and feel that Brownfield sites should be developed before greenbelt sites. I feel there is not enough thought given to medical general practitioners need to cope with the medical needs. The average list of a GP is under 2000, so 9 new Dr's will be needed. Most new GP's are now part time. Newly qualified Dr's do not wish to enter general practise and older GP's are retiring so there will be a shortfall. So where are the Dr's coming from? I object Strongly to Para 70.</p>		<p>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.</p>

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1013	Mike Juland	NA	NA	DS8	<p>Housing will generate additional traffic and local roads will be unable to cope, so will town parking. The amount of housing is beyond what Rugby can sustain in terms of local facilities, Dr's dentists, schools, shops and employment opportunities. Local hospitals would be unable to cope will additional numbers of people. Local bus services would be stretched, planned housing would consume valuable farmland, Dunchurch will lose its identity, additional traffic would increase air pollution and the plan is unsustainable and unnecessary and should be scrapped.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.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.</p>

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1027	Brian Simpson	NA	NA	DS8	I believe DS8 is unsound as its inconsistent with NPPF para 30,123 and 124 on reducing traffic congestion and increasing air and noise pollution. I feel it is also a loss of country side and inconsistent with para 112		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.
1028	Joan Adkins	NA	NA	DS8	SW Rugby is an important green corridor and habitat for animals and the proposal is contrary to NPPF para.114-119. It is also agricultural land and therefore contrary to NPPF 112. Not clear if provision has been made for walking and cycling. Noise pollution likely from increased number of cars and capacity issues at local doctors surgery and St Cross hospital. Has sufficient thought been given to development already underway on the Mast site.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Relevant statutory consultees have been engaged.

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1033	Lesley Dudley	NA	NA	DS8	DS8 is unjustified and more consideration should be given to stop the development on all of our Brownfield sites. Housing numbers do not add up, young people cannot afford to buy these houses. Threat to open spaces and wildlife in Britain.		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. The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations.
1068	John and Gillian Keighley	NA	NA	DS8	Plan is contrary to NPPF para.30 and will cause unbearable traffic congestion. Attention should be made to capacity of schools, medical facilities, shops and churches. Increase in population will require extra parking in and around the town. No consideration appears to have been made for increased traffic levels caused by increased levels of employment in Coventry, Birmingham and the West Midlands. The plans will destroy the character of all surrounding settlements and loss of countryside will be detrimental, pollution will increase and wildlife/natural habitats will be destroyed - we oppose the plan in its current form.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Statutory consultees have been engaged where appropriate.

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1080	Beryl Chessell	NA	NA	DS8	Including DS8 is unsound because it fails to reduce congestion and improving air quality. It would increase traffic at both ends of Ashlawn Road and add to the already increased queues at Dunchurch crossroads. Ashlawn fields is a landlocked with boundaries and only access from the narrow Ashlawn Road. There would be no official vehicular access with increased traffic getting on and off the site. The proposed bus and emergency service route would be unsafe as local residents would use this to save on long journey times.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
1084	E O Howe	NA	NA	DS8	Accelerating the development of brown space should be considered before committing so much country side to housing.		The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations.
1088	Bernadette Moore	NA	NA	DS8	Schools are in the wrong place, threat to open spaces, threat to existing landscapes and wildlife. Threat to reduction of agricultural land, enormous increase in noise pollution and substantial increase in traffic congestion.		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. The interim measures of an additional lane at Dunchurch cross roads

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							<p>has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. 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.</p>

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1089	Jeffery Moore	NA	NA	DS8	Too much traffic, air pollution and noise pollution. Taking too much open spaces, threatening wildlife habitat and agricultural land. Taking away cyclist and horse riding provision. Will severely impact existing community facilities.		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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

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1111	Michael O'Neil	NA	NA	DS8	<p>DS8 would have detrimental impact on Dunchurch. SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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							<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. 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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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1112	Clive Davies	NA	NA	DS8	5000 homes would destroy land between Dunchurch and Rugby, fuzzy promises of buffers, will fail to protect the land from the urban sprawl. Loss of agricultural land. anticipated that good public transport links may be provided, predictable that journeys to and from the location will be car dominated and not sustainable		DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. DS8 makes specific requirement for public transport, cycle ways and public footpaths. The highway authority are satisfied the location is sustainable in transport terms.

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1123	Robert Leslie	NA	NA	DS8	DS8 contrary to NPPF Paragraphs: to avoid traffic congestion, bad for birds, bad for mammals, bad for plants	Delete DS8	<p>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. 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). STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. An assessment of Habitats has been made in the Habitats Regulations Assessment. Further works would be undertaken during the Planning Application stage of any future development, with appropriate mitigation measures put in place if deemed necessary.</p>

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1125	Sylvia Jacques	NA	NA	DS8	<p>Objection to proposed development and alterations to landscape along key approaches into Rugby; land between Cawston, Dunchurch and Rugby used for recreational purposes, provides valuable farming land, contains ancient woodland and serves as a habitat for wildlife; "delightful" approaches into Rugby will disappear; concerns expressed in relation to decline of town centre; existing road infrastructure and other amenities over-stretched; DS8 contrary to NPPF Paragraph 17 (failing to contribute to enhancing and preserving the natural environment and reducing pollution;</p>	Local Plan needs reviewing	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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>
1146	H Whitta	NA	NA	DS8	<p>Policy DS8 is inconsistent with national policy, in particular para.30 on reducing traffic congestion and para.124 on air quality. Existing infrastructure will not be able to accommodate pace of growth. Local plan will exacerbate existing problems of congestion across the town and traffic problems around Ashlawn Road proposal within DS8. Necessary mitigation has not been placed in the IDP. Greater consideration should be given to building on brownfield land.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>

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1159	Catherine Hallahan	NA	NA	DS8	<p>Recognise the need for new houses but challenge the SHMA and employment projections; inadequate infrastructure provision; removal of prime farming land, significant increasing in air pollution which already exceeds limits at Dunchurch crossroads, not considered national policy and greater consideration should be given to accelerating the development of 'brownfield' sites before committing so much countryside to housing.</p>	Remove DS8	<p>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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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 before the Council that would suggested that the road will not be delivered. STA has shown that proposed</p>

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							<p>mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. 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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

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1160	Stuart Hallahan	NA	NA	DS8	<p>Recognize the need for new homes but challenge the assumption that the Local Plan is sound: inaccurate modelling based on GL Hearne who cannot be considered to be impartial or objective. Therefore unsound. Unsubstantiated and outdated population projections contrary to government policy. Unsubstantiated and outdated employment projections. Inadequate infrastructure provision (network problems already exist) The removal of prime farming land. Significant increase to air pollution that will result at the Dunchurch crossroads – already higher than EU regulations state. Inadequate consideration has been given to government policy Appropriate brownfield including huge amount at RRS.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1162	Roger Gunter	NA	NA	DS8	<p>Recent addition of traffic signals at the gyratory there is still significant queuing, causing the site to be in contravention of air quality regulations. Additional traffic generated by such a proposed large increase in housing will make matters worse. Difficulty in travelling from one side of Rugby to the other caused by the constrictions at the railway line bridges is such that there are regular queues between Corporation Street and Avon Mill.. It fails type para 30 on reducing traffic congestion and paragraph 124 on air quality. Agree with DDC more acceleration of brownfield land before committing countryside. Should not be built on whilst developers are not taking full advantage of the planning permission that has already been granted for the Rugby Mast Site. Inclusion of Ashlawn Fields in draft policy DS8 is unsound - inconsistent with national planning policy. Fails to meet NPPF para 30 on reducing traffic congestion and para 124 on air quality. This proposal would place pressure on the cock robin roundabout and Barby and Hillmorton junctions</p>	<p>DS8 should be removed from policy, Ashlawn rd. development should be removed from DS8</p>	<p>Proposed Appendix 3 Infrastructure Delivery Plan and DS8 have been amended following consideration of this consultation response and the updated Strategic Transport Assessment (LP54.46 - 54.58 and LP54.120- 124). No amendment recommended. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

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1164	Colin Bennett	NA	NA	DS8	Local Plan will create more problems than solutions; DS8 contravenes NPPF on 30 resolving congestion and 124 improving air quality; more long-term vision required in producing development plans; existing traffic congestion around town centre and railway station which DS8 will exacerbate;	Remove DS8	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. 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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1164	Colin Bennett	NA	NA	DS8	Local Plan unsound as inconsistent with NPPF paragraph 30 (traffic congestion) and 124 (air quality)	Remove DS8	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. 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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.
1166	Jeremy Wright MP	NA	NA	DS8	Residents of Thurlaston understandably unhappy about siting of industrial units, (within employment allocation for 35 ha of B8 employment land in SW Rugby site), in close proximity to their village which is predominantly rural. Warehousing will generate a large increase in volume of traffic on A45 and M45 and consequential environmental effects on emissions, noise and light pollution. Support the	Make sure housing, warehousing and job creation requirements are properly reviewed before this site is included in the local plan.	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. Specific details of any future employment development would be finalised during the Planning Application stage in collaboration with statutory consultees. The STA June 2017 updated the September 2016 STA by increasing the modelled area so that it extends south to

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					<p>need for detailed traffic analysis based on verified models and validated against traffic flows. The proposed buildings are not consistent with existing landscape or natural habitats of the area and questions over number of jobs the industrial units will create, especially if little scope for local jobs and they are low skilled and low paid. Seek assurance from RBC that proper consideration has been given to the effect of the development on surrounding area and Thurlaston conservation area, in particular how this will be protected from anticipated increase in noise, light and air pollution. Development of this kind should be located on brownfield sites and hope these have been properly considered; this site has been criticised for its remoteness, impact on landscape and on sustainability issues.</p>		<p>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. 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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. 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.</p>

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1167	David Park	NA	NA	DS8	DS8 inconsistent with NPPF Paragraphs 30 (reducing congestion) and 124 (air quality); concerns in relation to existing and potential traffic congestion and air quality; Southam Road will struggle with additional HGV traffic	Remove DS8	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
1168	Christine Bailey	NA	NA	DS8	If there is a high demand for housing this would be from first time buyers who are unable to by a property at the high Dunchurch prices. Local infrastructure is wholly insufficient to soak up any more housing/people/traffic – local pollution levels are already highly excessive and would become dangerously high. Number of housing development have taken place and developments ongoing eroding Dunchurch boundaries. GL Hearn are not impartial therefore SHMA is unsound. DS1 housing target decided without adequate consideration of government policy. The infrastructure plan for the provision of housing numbers anticipated is, to say the least, vague with a number of uncosted transport proposals. There is also a presumption that developers will pay not only for transport needs, but		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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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

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					<p>schools and health provision, but no information on the number of schools or GP surgeries required is given. Rugby Radio Station site should be built out as it has planning permission but allowing the SW allocation they would prefer to build the latter. SW allocation is situated in an area with poor links to the town centre and poor transport connections. Although it is anticipated that good transport links will be developed, it is predictable that journeys to and from the location will be car dominated and therefore not sustainable. In addition, the creation of industrial units close to the M45 roundabout, will further exacerbate the transport problems with daily movement of workers and goods. Greater consideration should be given to accelerating the development of brown field sites, before committing so much countryside to housing</p>		<p>EiPs. The achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

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1171	John Grindal	NA	NA	DS8	<p>Objection to loss of countryside, DS8 unjustified; agreement with Daventry District Council that brownfield development should be accelerated; concerns in relation to congestion; DS8 unsound as inconsistent with paragraph 30 (reducing traffic congestion) and paragraph 124 (air quality).</p>	Remove DS8	<p>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. 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. 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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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1172	Ann Grindal	NA	NA	DS8	<p>DS8 is unjustified; agreement with Daventry District Council that greater consideration should be given to accelerating the development of brownfield sites; existing development around Dunchurch, Ashlawn Road and Cawston, concerns raised in relation to insufficient services and concern about the effects of additional vehicles; DS8 contravenes NPPF Paragraph 30 on reducing congestion and 124 on air quality; opposition to accepting 1,500 homes from Coventry's housing allocation;</p>	Remove DS8	<p>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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as</p>

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							Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.
1173	D Flavell	NA	NA	DS8	Congestion as existing; area of natural beauty with Cawston Woods, Draycote Water with recreational value yet additional homes, traffic and pollution will destroy; infrastructure will be strained, 'Symmetry Park' will exacerbate congestion; Consultants GL Hearn aren't impartial therefore the plan is unsound; Brexit's effect on future housing need has not been considered; poor transport links from DS8 to the town centre; car reliance therefore not sustainable;		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. 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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels WCC Education and

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							<p>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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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1179	Barry Collings	NA	NA	DS8	<p>Local Plan will have a devastating effect on Dunchurch Village; Dunchurch will lose its identity due to coalescence with Rugby Town, concern in relation to traffic congestion on Rugby Road; pollution levels the highest in Rugby, which additional traffic will exacerbate; Bilton Grange development will compound the aforementioned concerns;</p>		<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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1180	Barbara Collings	NA	NA	DS8	<p>Concern of coalescence between Dunchurch and Rugby- a green space should be provided between the two; existing congestion on Rugby Road and Dun Cow Traffic lights with associated pollution; concern in relation to additional traffic from Bilton Grange development; a bypass is needed for current traffic levels;</p>		<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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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1181	Chris Dickinson	NA	NA	DS8	<p>DS8 is unjustified; brownfield development should be accelerated first; concern in relation to coalescence between Cawston, Dunchurch and Rugby; insufficient need for homes to be built on greenfield land (NPPF Paragraphs 73, 74 and 112); no need for new houses as no influx of new businesses to Rugby- other towns with employment growth should establish new housing; exacerbating existing congestion- NPPF paragraphs 30, 34, 37, 95, 120, 124.</p>	Remove DS8	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.</p>

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1182	Claire Dickinson	NA	NA	DS8	<p>Don't believe the forecast requirement for housing hence I don't consider the plan to be justified. The consultants were not independent and the numbers out of date. There are no funds in place for the required infrastructure and hence the building will not be effective. The inconsistencies with national policy are numerous from a lack of protection of greenbelt land to an increase of traffic congestion.</p>	<p>Building on brownfield sites before destroying green fields, putting financial plans into place to build infrastructure, looking again at forecast population growth as I believe that the current forecasts are too high.</p>	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. Exceptional circumstance has been demonstrated as required by the NPPF for release of the land in the GB.</p>

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1184	P J Melson	NA	NA	DS8	DS8 constitutes over-development relative to the existing road infrastructure; unrealistically high housing target and insufficient infrastructure provision for schools and healthcare;		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. 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.
1189	Patricia Bennett	NA	NA	DS8	DS8 contrary to NPPF Paragraphs 30, 34, 37, 95, 75, 120, 124. RBC have not correctly envisaged the amount of additional traffic with each additional property having two cars; many new residents will commute to the train station during rush hours; concern in relation to parking outside schools; rush hour could be elevated by having a park and ride in the Coventry Road area to reduce pollution to cars crossing Rugby to the station; DS8 contrary to NPPF Paragraph 93-104 new housing estates can cause flooding.		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. Proposed Appendix 3 Infrastructure Delivery Plan and DS9

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							<p>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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>
1195	J Young	NA	NA	DS8	<p>Existing concerns around noise, air quality and highway safety; DS8 is unjustified; agreement with Daventry District Council that brownfield development should be accelerated; SHMA consultants not impartial; population projections have been treated as forecasts, contrary to government policy, Brexit not taken into account; no</p>		<p>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</p>

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					<p>justification for taking 2,800 of Coventry's housing need; infrastructure plan is vague; all financially interested parties should declare their position and abstain from any vote; Dunchurch crossroads air pollution exceeds EU limits which further development will exacerbate; mast site should be developed first; 5,000 homes the size of a small town yet without sufficient infrastructure; Dunchurch is a Conservation area and needs protection; massive oversupply of housing to relative labour requirements will increase commuting or local unemployment; warehousing is poorly paid so how will this development be affordable; no protection of bridleways and footpaths.</p>		<p>LP54.116-140. Additional details will be finalised at the Planning Application stage. 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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Local Plan allocations aim to align employment and housing allocations.</p>

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1197	Gillian Bhasin	NA	NA	DS8	<p>I believe DS8 is unjustified, greater consideration must be given to accelerating the development of brownfield sites. The local plan should be improved by dropping this policy. G L Hearn are not independent, Dunchurch crossroads exceeds air pollution limits, and proposal has poor transport links and will add to congestions between Town Centre and Dunchurch cross roads. Projected numbers are flawed, not objective, not validated or effect or consistent with National Policy. Dunchurch is a conservation village and should be protected, population projections are unstable and massive oversupply will increase local unemployment or increase commuting. Warehousing how is this affordable as poorly paid. What about Dr's surgeries, hospitals, dentists etc.? No protection of local bridleways and footpaths.</p>		<p>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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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 measures contained within the IDP and DS9 informed by the</p>

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							<p>STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.</p>
1198	A Paul	NA	NA	DS8	<p>Existing concerns around noise, air quality and highway safety; DS8 is unjustified; agreement with Daventry District Council that brownfield development should be accelerated; SHMA consultants not impartial; population projections have been treated as forecasts, contrary to government policy, Brexit not taken into account; no justification for taking 2,800 of Coventry's housing need; infrastructure plan is vague; all financially interested parties should declare their position and abstain from any vote; Dunchurch crossroads air pollution exceeds EU limits which further development will exacerbate; mast site should be</p>		<p>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. It is acknowledged there will be loss of agricultural land</p>

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					<p>developed first; 5,000 homes the size of a small town yet without sufficient infrastructure; Dunchurch is a Conservation area and needs protection; massive oversupply of housing to relative labour requirements will increase commuting or local unemployment; warehousing is poorly paid so how will this development be affordable; no protection of bridleways and footpaths.</p>		<p>however, this is the case for all of the proposed allocations as there is extremely limited brownfield capacity as demonstrated in the SHLAA. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and</p>

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							<p>cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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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1199	F Paul	NA	NA	DS8	<p>I believe DS8 is unjustified, greater consideration must be given to accelerating the development of brownfield sites. The local plan should be improved by dropping this policy. G L Hearn are not independent, Dunchurch crossroads exceeds air pollution limits, and proposal has poor transport links and will add to congestions between Town Centre and Dunchurch cross roads. Projected numbers are flawed, not objective, not validated or effect or consistent with National Policy. Dunchurch is a conservation village and should be protected, population projections are unstable and massive oversupply will increase local unemployment or increase commuting. Warehousing how is this affordable as poorly paid. What about Dr's surgeries, hospitals, dentists etc.? No protection of local bridleways and footpaths.</p>		<p>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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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 measures contained within the IDP and DS9 informed by the</p>

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							<p>STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.</p>
1200	Roy Walker	NA	NA	DS8	<p>Existing concerns around noise, air quality and highway safety; DS8 is unjustified; agreement with Daventry District Council that brownfield development should be accelerated; SHMA consultants not impartial; population projections have been treated as forecasts, contrary to government policy, Brexit not taken into account; no justification for taking 2,800 of Coventry's housing need; infrastructure plan is vague; all financially interested parties should declare their position and abstain from any vote; Dunchurch crossroads air pollution exceeds EU limits which further development will exacerbate; mast site should be</p>		<p>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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>developed first; 5,000 homes the size of a small town yet without sufficient infrastructure; Dunchurch is a Conservation area and needs protection; massive oversupply of housing to relative labour requirements will increase commuting or local unemployment; warehousing is poorly paid so how will this development be affordable; no protection of bridleways and footpaths.</p>		<p>requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. Local Plan allocations aim to align employment and housing allocations.</p>

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1201	Judith Howearth	NA	NA	DS8	<p>DS8 will threaten open spaces, contrary to NPPF Paragraphs 57, 58, 60, 70, 73, 74. DS8 will cause excessive car journeys, contrary to NPPF Paragraphs 30, 34, 37 and 95. DS8 will threaten agricultural land, contrary to NPPF Paragraph 112. DS8 will increase traffic congestion, contrary to NPPF Paragraph 30. DS8 will cause problems for horse riders, contrary to Paragraph 75</p>	Delete DS8	<p>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. 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 has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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1202	Sue Lacey	NA	NA	DS8	<p>DS8 fails to provide for horse riders as DS8 will cover bridle paths; loss of countryside contrary to NPPF Paragraph 75; DS8 will result in increased noise pollution from additional 10,000 plus extra cars (2 cars per household), contrary to NPPF Paragraph 123; 0.5 cars per household is not realistic; DS8 threatens open space, contrary to NPPF Paragraphs 57, 58, 69, 70, 73, 74 and threatens landscape contrary to NPPF Paragraphs 109, DS8 will cause major traffic congestion and increase air pollution contrary to NPPF Paragraphs 30, 120, 124. DS8 detrimental to wildlife- birds, mammals, invertebrates and plants, contrary to NPPF Paragraphs 114-119; DS8 contrary to NPPF Paragraph 112 as it is a threat to agricultural land;</p>	Delete DS8	<p>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. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. An assessment of Habitats has been made in the Habitats Regulations Assessment. Further works would be undertaken during the Planning Application stage of any future development, with appropriate mitigation measures put in place if deemed necessary.</p>

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1203	Meryl Norman	NA	NA	DS8	<p>DS8 contrary to NPPF paragraphs: 17 and 58 (DS8 would destroy the character of existing settlements), 57, 58 and 69 (DS8 is a threat to open spaces), 70, 73, 74 and 109 (DS8 is a threat to landscape), 114-119 (DS8 detrimental to birds, mammals, invertebrates, plants, 112 (DS8 threatens agricultural land), 120 and 124 (DS8 will cause excessive pollution), 123 (DS8 will cause excessive noise pollution), 30 (DS8 will cause congestion), 30, 34, 37 and 95 (DS8 will cause excessive journeys by car)</p>	Delete Policy DS8	<p>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. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. An assessment of Habitats has been made in the Habitats Regulations Assessment. Further works would be undertaken during the Planning Application stage of any future development, with appropriate mitigation measures put in place if deemed necessary.</p>

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1204	Gilbert Harris	NA	NA	DS8	Policy DS8 will increase traffic congestion, contrary to NPPF Paragraph 30.	Delete DS8	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
1205	Paul Baker	NA	NA	DS8	DS8 contrary to NPPF Paragraphs: 30 (traffic congestion), 30, 34, 37, 75, 95 (facilities are not within walking distance), 30, 34, 37, 35, 75 (inadequate provision for cyclists), 17 and 58 (destroys the character of settlements), 70 (fails to provide community facilities (or destroys existing community facilities), 57, 58, 69, 70, 73 and 74 (threat to open spaces), 109 (threat to landscape), 112 (threat to agricultural land), 123 (noise pollution)		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.

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1206	A Bolland	NA	NA	DS8	<p>Existing concerns around noise, air quality and highway safety; DS8 is unjustified; agreement with Daventry District Council that brownfield development should be accelerated; SHMA consultants not impartial; population projections have been treated as forecasts, contrary to government policy, Brexit not taken into account; no justification for taking 2,800 of Coventry's housing need; infrastructure plan is vague; all financially interested parties should declare their position and abstain from any vote; Dunchurch crossroads air pollution exceeds EU limits which further development will exacerbate; mast site should be developed first; 5,000 homes the size of a small town yet without sufficient infrastructure; Dunchurch is a Conservation area and needs protection; massive oversupply of housing to relative labour requirements will increase commuting or local unemployment; warehousing is poorly paid so how will this development be affordable; no protection of bridleways and footpaths.</p>		<p>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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. The STA June 2017 updated the September 2016 STA by</p>

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							<p>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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need</p>
1207	J M Elliot	NA	NA	DS8	<p>Concern in relation to loss of habitats, agricultural land and meadow areas home to buzzards, hedgehogs and grass snakes; DS8 contravenes NPPF Paragraphs 74, 75, 76 and 114-119; Mast site fulfils government housing requirements; effect of Brexit vote not considered; unfair to ruin Rugby's green spaces through taking Coventry's allocation; Increasing traffic levels as existing and concerns raised in relation to</p>	<p>Remove DS8 Public rights of way from Alwyn Road to Cawston lane should be left as green corridors;</p>	<p>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. An assessment of Habitats has been made in the Habitats Regulations Assessment. Further works would be undertaken during the Planning Application stage of any future development, with appropriate mitigation measures put in place if</p>

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					<p>highway safety for cars and cyclists; Western relief road should have been extended to the A45 and a road from the end of Northampton Lane to the M45; insufficient retail provision; DS8 unsound as inconsistent with NPPF Paragraph 30 (traffic congestion) and Paragraph 124 (air quality).</p>		<p>deemed necessary. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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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1208	Robert Hale	NA	NA	DS8	DS8 contrary to NPPF Paragraphs 30, 34, 37 and 95. Dunchurch already suffers from traffic congestion at peak times, which DS8 would exacerbate, resulting in gridlock-evidenced by the recent closure of the A4071 for maintenance.	Delete Policy DS8	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
1209	June Hale	NA	NA	DS8	DS8 is contrary to NPPF Paragraphs 30, 34 and 37. The siting of a school in Cawston opposite Lime Tree Village is inappropriate as Lime Tree village is a retirement village and the school would produce congestion and highways safety issues on a narrow country lane;	Remove DS8	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.
1211	Ann Goodyear	NA	NA	DS8	Local Plan is contrary to NPPF Paragraphs 17 and 58 concerning the destruction of the character of settlements; risk of coalescence between Dunchurch and Rugby Town and the loss of Dunchurch's rural setting.		DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.

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1212	Pippa Hall	NA	NA	DS8	Policy DS8 is a threat to open spaces and landscape, contrary to NPPF Paragraphs 57, 58, 69, 70, 73, 74 and 109	Delete DS8	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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.
1214	S R Bolland	NA	NA	DS8	I believe DS8 is unjustified, greater consideration must be given to accelerating the development of brownfield sites. The local plan should be improved by dropping this policy. G L Hearn are not independent, Dunchurch crossroads exceeds air pollution limits, and proposal has poor transport links and will add to congestions between Town Centre and Dunchurch cross roads. Projected numbers are flawed, not objective, not validated or effect or consistent with National Policy. Dunchurch is a conservation village and should be protected, population projections are unstable and massive oversupply will increase local unemployment or increase commuting. Warehousing how is this affordable as poorly paid. What about Dr's surgeries, hospitals, dentists etc.? No protection of local bridleways and footpaths.		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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered

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							<p>necessary. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.</p>
1215	David Goodyear	NA	NA	DS8	<p>DS8 contrary to NPPF Paragraphs 17 and 58 as it would destroy Dunchurch as a village; contrary to NPPF Paragraph 109 as a large area of agricultural land would be lost (brownfield land at Mast Site should be prioritised), DS8 not effective as derived from Cawston development for which no employment</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in</p>

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					<p>opportunities were developed, DS8 employment allocation remote from Rugby town and existing over-provision of warehousing at Dirft, lack of consideration for West Northamptonshire Local Plans, RBC have employed agents who were directly involved in the development and sale of homes, demand for housing will reduce due to effects of Brexit.</p>		<p>subsequent planning applications. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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1125	David Goodyear	NA	NA	DS8	<p>DS8 is contrary to NPPF para 17, 58 and 109. A large area of green space and agricultural land would be lost when there is a vast area of land between where the Radio Masts used to be. Employment land is in a location remote from Rugby centre and near to an overprovision of warehousing at Dirft. G L Hearn is not independent and were indirectly involved in the development and selling of houses. Housing need could reduce due to reduction in immigrants.</p>		<p>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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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.</p>

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1216	Michael Nokes	NA	NA	DS8	Proposed new road as part of South West corridor will increase air and noise pollution. DS8 is unsound as it is inconsistent with the NPPF Paragraph 30 (reducing traffic congestion) and 124 (air quality), Rugby has seen significant development- the road network is over-capacity.	Abolish plan for new road in South West corridor. Remove DS8	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
1126	Simon Morely	NA	NA	DS8	I believe DS8 is unjustified as it inconsistent with National Policy particularly Para 30 on reducing traffic congestion and para 124 on air quality. Road network is already over capacity so no further development should be permitted.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

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1217	Sue Holdsworth	NA	NA	DS8	<p>The consultants (GL Hearn) aren't impartial as they have acted on behalf of another developer within the area; projections being used as forecasts; Brexit not taken into account; SHMA housing numbers too high; no cost estimates to transport, schools or GP Surgeries; coalescence between Cawston, Dunchurch and Rugby; congestion already an issue and relief road won't be built until 1,500 homes are; pollution at Dunchurch crossroads;</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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1219	Kerry Scudamore	NA	NA	DS8	Objection to proposed industrial area north of the A45/M45 roundabout as its inappropriate and unnecessary; alternative ovation would be Lawford Heath on the former airfield or reclaimed gravel and sandpits		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. No change recommended.
1219	Kerry Scudamore	NA	NA	DS8	No justification for the industrial area to the North of Thurlaston as it is for the benefit of a single private company; an industrial area with 3,5000 employees will exacerbate the supposed housing shortage in the area which is the very problem the Local Plan seeks to overcome; the siting of the proposed industrial area adjacent to Thurlaston Conservation Area will have a detrimental effect on the existing community in direct conflict with government requirements for local people to shape their surroundings; imposition of an industrial area without merit as there are more suitable alternatives available		Historic England's consultation response does not highlight concern of the impact of the development on Thurlaston Conservation Area though it does highlight that further evidence is required than provided by the brief commentary in the draft SPD which accompanied the Plan prior to the submission of any planning application for the site.

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1219	Kerry Scudamore	NA	NA	DS8	<p>Objection to DS8 due to destruction of the agricultural and the rural landscape, tenuous case made for housing and industrial provision, countryside between the Rugby Urban Area and surrounding villages such as Dunchurch and Thurlaston should be maintained; green belt must be maintained, no agricultural area should be destroyed.</p>		<p>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. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. No change recommended.</p>

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1220	N Fermor	NA	NA	DS8	<p>Concern in relation to housing- over-estimate for numbers and housing proposed for green spaces unnecessarily; concerns in relation to existing congestion and associated air pollution; proposed warehousing will involve increased HGV movements day and night; local plan exceeds objectively assessed housing need and lacks a Plan B if immigration falls or employment demand falls below target-contravening NPPF Paragraph 14; DS8 contravenes NPPF Paragraph 17</p>		<p>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. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Impact of development on road network has been assessed as part of the STA.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1221	John Slater	NA	NA	DS8	<p>Support housing and employment provision but not the Local Plan as it stands; Local Plan would result in overstretched infrastructure due to inadequate road modelling and destruction of rural amenity; Plan devised for benefit of developers and the West Midlands Combined Authority; inconsistent with NPPF Policy Framework 2 as goes beyond objectively assessed needs; insufficient flexibility to respond to Brexit; local people excluded from process; industrial proposals are flawed as warehousing generates HGV traffic, flooding from large paved surfaces, very few jobs and is visually unappealing- already several existing logistics parks with good road links so no proven need for additional warehousing; DS8 and South West Rugby Masterplan contradictory as it is identified as a delightful approach into Rugby yet the South West Masterplan would destroy it;</p>	<p>Redirect plan towards needs of Rugby not Coventry; reduce the scale of housing development,' enhance infrastructure provision; provide more adequate employment and infrastructure.</p>	<p>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. 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. Consequences of Brexit</p>

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							on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.
1223	Martin Hanes	Volunteer with management group working at the Warwickshire Wildlife Trust at Cock Robin Wood	NA	DS8	Objection to DS8 on environmental grounds under NPPF Paragraphs 114-119; Cock Robin Wood will lose its biodiversity unless wildlife corridors are established to connect it to the open countryside- such as to Cawston Wood, which will need green crossings of sufficient width to allow planting and movement of native species from the wood into the wider countryside; cutting the wood off from any surrounding green spaces will be detrimental to the movement of amphibians, bats and larger mammals (hedgehog and budget) which will be crossing fast roads;		A Habitats Regulation Assessment has been produced WCC Ecology have all been fully engaged in development of the Local Plan and infrastructure measures as contained within IDP. 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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1227	G M Cooper	NA	NA	DS8	DS8 contravenes NPPF Paragraph 30 (reducing traffic congestion) and Paragraph 124 (air quality); concerns expressed relating to congestion and associated air pollution; lack of facilities relative to Coventry; increased volumes of traffic compromise emergency vehicles; by-pass for Dunchurch is long overdue.		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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1227	G Cooper	NA	NA	DS8	Exceeds housing requirements for Rugby district. Ignores long term adverse effect on neighbouring villages through traffic congestion, lack of infrastructure, pressure on services (health, police, schooling, transport)	Continue with existing development north-east of Rugby.	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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1229	Peter Letch	NA	NA	DS8	DS8 is unjustified; agreement with Daventry District Council that brownfield development should be accelerated; DS8 unsound as inconsistent with NPPF Paragraph 30 on reducing traffic congestion and paragraph 124 on air quality.	Remove DS8	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. 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 has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.

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1230	Lynda Letch	NA	NA	DS8	Policy DS8 is unjustified; agreement with Daventry District Council that brownfield development should be accelerated	Remove DS8	<p>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. 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 has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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1233	Julia McVeigh	NA	NA	DS8	<p>Support housing and employment provision but not the Local Plan as it stands; Local Plan would result in overstretched infrastructure due to inadequate road modelling and destruction of rural amenity; Plan devised for benefit of developers and the West Midlands Combined Authority; inconsistent with NPPF Policy Framework 2 as goes beyond objectively assessed needs; insufficient flexibility to respond to Brexit; local people excluded from process; industrial proposals are flawed as warehousing generates HGV traffic, flooding from large paved surfaces, very few jobs and is visually unappealing- already several existing logistics parks with good road links so no proven need for additional warehousing; DS8 and South West Rugby Masterplan contradictory as it is identified as a delightful approach into Rugby yet the South West Masterplan would destroy it;</p>	<p>Redirect plan towards needs of Rugby not Coventry; reduce the scale of housing development,' enhance infrastructure provision; provide more adequate employment and infrastructure.</p>	<p>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 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. All sites proposed are required to maintain a 5 year land supply</p>

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							<p>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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. Details in relation to employment units themselves would be finalised during the Planning Application stage.</p>

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1235	Harold and Margaret Spraget	NA	NA	DS8	Existing issues with congestion will be exacerbated by DS8, concerns in relation to issues caused by construction process; increased congestion will encourage residents in Dunchurch and South West Rugby to shop in Daventry, Southam and Leamington; DS8 inconsistent with NPPF Paragraph 30 (congestion) and 124 (air quality); agreement with Daventry District Council that brownfield development should be accelerated.		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. 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). 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.
1241	G Irish	NA	NA	DS8	Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in

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					<p>need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. The STA June 2017 updated the September 2016 STA by increasing the modelled area so that it extends</p>

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							<p>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. 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). DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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1242	Jane Ashmore and Tom Comerford	NA	NA	DS8	Existing congestion and air pollution in Dunchurch with ability to smell pollution from cars within garden therefore representing a health risk; pollution in Dunchurch already exceeds regulations, road safety implications of additional traffic; DS8 contravenes NPPF Paragraphs 30 (reducing congestion), 124 (air quality) and 30, 34, 37 and 95 (excessive car journeys)		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
1242	J Ashmore and T Comerford	NA	NA	DS8	Proposed Local Plan would destroy some of our precious countryside around the village areas and wildlife that depends on it. Plans clearly fail to meet NPPF paras 57, 58, 69, 70, 73, 74 on threat to open spaces, 109 for threat to landscape, 114-119 as bad for birds, mammals, invertebrates and plants. As some of this land is used for agricultural purposes, it affects 112.		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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. WCC Ecology have been fully engaged throughout the development of the plan and further ecological assessment would be undertaken during the planning application phase with any necessary mitigation measures implemented.

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1243	Sara Herrington	NA	NA	DS8	<p>The Hillside estate has history of flooding, affecting local gardens and public footpaths and properties in Brayfield Road have been flooded by rainwater run-off from Ashlawn Fields. NPPF Paragraph 101 prevents LPAs from allocating land for housing unless there are alternatives in areas at low risk of flooding. Concern in relation to loss of amenity from development of open fields; Radio Station mast site not utilised; mast site is sustainable and should be developed first; value of agricultural land should be re-assessed post-Brexit; alternative sites in Rugby can be utilised; greater consideration should be given to accelerating brownfield development before committing countryside to housing. Traffic at Cock Robin roundabout backs up towards Dunchurch, which just one incident such as a broken down car can exacerbate; road safety concerns regarding Onley Lane junction- development would exacerbate existing congestion and air pollution issues; concerns in relation to traffic generated by David Wilson site; development of 900 homes will generate at least 900 cars going on to Ashlawn Road; Ashlawn Road used heavily for recreational users- pedestrians, cyclists, runners etc.; DS8 unsound as it is inconsistent with NPPF Paragraph 30</p>	<p>remove DS8 (land at Ashlawn rd.) removed from plan</p>	<p>DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The STA June 2017 updated the September 2016 STA by increasing the modelled area so that it</p>

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					<p>on reducing traffic congestion and Paragraph 124 air quality; DS8 will put pressure on Barby Road, Hillmorton Road junctions and Cock Robin Roundabout; infrastructure delivery plan does not contain necessary mitigation measures;</p>		<p>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>
1246	Cllr Howard Roberts	Independent Group	NA	DS8	<p>SW Rugby will merge Dunchurch with Rugby and has severe highways, pollution and conservation constraints which means site is not sustainable. Road and pollution problems and a general sewerage and flooding issue mean the site is undeliverable. Suggest a total allocation of 600 would be more appropriate.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.</p>

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1304	Christine Bowen	NA	NA	DS8	Builders will cherry-pick the proposed sites resulting in under-delivery within the timeframes required to trigger the education and health services detailed in Policy DS8. The required growth will result in demand for a new secondary school and this may not be achievable. NHS England and Clinical Commissioning Group statistics state that 3,500 residents need 2 full time GP's- Binley Woods will be approaching this number yet has no GP with no details of any new GP provision.	New GP provision for Binley Woods	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.
1327	Amber and Robert Collings	NA	NA	DS8	Agreement with Daventry that acceleration of brownfield sites such as the mast site should be accelerated, Dunchurch has the highest pollution levels of any village in Warwickshire which development would exacerbate, at peak times queuing traffic reaches outside the village boundary so further development would have a dramatic impact, traffic flow around Rugby town would be affected- especially around the Leicester Road/Western Relief Road, highways safety issues including difficulty getting in/out of drive, pedestrian crossings across village inadequate, increased traffic would endanger pedestrians due to narrow pavements especially the widening of the road in the village centre, increased vehicles would be		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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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

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					to the detriment of cyclists, vibration from large vehicles could affect historic buildings, question need for development given vacant industrial units and insufficient jobs to support housing numbers, industrial units would be better placed around DIRFT, A5 or Magna Park where infrastructure already in place,		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. 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.
1331	Christine Cooper	NA	NA	DS8	conflicts with paragraph 112 of the National Planning Policy Framework as it needlessly takes very good agricultural land	DS8 should be scrapped.	There will be an inevitable loss of agricultural land for all of the proposed site allocations as all are on greenfield sites, due to the lack of brownfield sites. The vast majority of agricultural land within the proposed DS8 is grade 3, which is most of the Borough. The requirements of para 112 of the NPPF have been met within the SHLAA. No amendment proposed.
1373	Robert Cooper	NA	NA	DS8	DS8 conflicts with paragraph 112 of the National Planning Policy Framework as it needlessly takes agricultural land	Remove DS8	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.

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1378 j	R Allanach	NA	NA	DS8	<p>SA Report did not form part of evidence that informed LP. 1st Draft not available until 15th Sept. Publication Draft available 22nd September. How did RBC use SA to inform Plan. Clear from papers considered by RBC meeting of 19th July that SA was to support Publication Draft and not inform. Concerns how Ashlawn rd. appears in SA. Reasons not site specific, do not address SARD PO Consultation concerns: (a) inclusion not required to meet 2031 housing target; (b) not contiguous with SWR - makes master-planning more difficult; (c) pressure on Gyrotory, Dunchurch Cross Roads, Barby Rd/Ashlawn Rd junctions Ashlawn Rd/Hillmorton Rd junctions, residential streets such as Bawnmore Rd & Percival Rd “rat-runs”; (d) SWR add to air quality problems; (e) site distant from open spaces; (f) not well served by health care provision. (g) STL to rest of the South West Rugby site costly (h) surface water flooding – (e – h would make the site economically burdensome - less attractive for development). For the purposes of this comment on the Publication Draft shall only consider points b, c, e, f and g amongst the points raised by SARD earlier in the year. Ashlawn Fields separated from SW Rugby by farmland A426 and Cock Robin</p>		<p>The role of the SA/SEA is to assess likely effects of the plan when judged against reasonable alternatives, which has been fulfilled. The SA concluded the proposed allocated development sites would have fewer significant negative effects than the alternative options considered. Land sty Ashlawn Road now benefits from planning permission visa the SoS, which determined the effects of the site on Dunchurch crossroads can be mitigated by improvements to the junction. The site had been proposed for inclusion in the S W Rugby allocation as it required the spine road network for highway mitigation. As detailed in the housing background paper the mitigation from Ashlawn rd. will now help support delivery of the spine road network so important to be included in the allocation. More generally 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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					<p>Wood - important barriers. iii) WCCs assessment concluded W Rugby location most deliverable in transport terms of the three locations tested, assumed Ashlawn Fields in all three options. WCCs analysis does not analysis impact of Ashlawn Fields site. Flawed assessment. Significant problems still identified with building on Ashlawn Fields (See Rep). Impact of the development on Dunchurch crossroads contested. RBC proposing to include Ashlawn Fields proposal and not mitigate issues it generates. Difficult to produce masterplan for the SW Rugby area that included Ashlawn Fields. Draft Southwest SPD deficient in several ways including not conforming to DS9, not indicating how sustainable transport routes will run through the site, and c) not showing how conflicts between DS9, green corridors and sustainable transport routes will be resolved. Nothing to suggest how site to West of A426 could be integrated with site to the East. Plan retains problems from failed David Wilson/Gallagher Estates scheme for Ashlawn Fields (See Rep). Preferred Option SARD stressed difficulty of providing sustainable transport route. And no local primary health care provision available for potential residents of an Ashlawn Fields.</p>		

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					<p>Consequences of required engineering not acknowledge in Masterplan. Omit Ashlawn Fields from DS8. PHASE 2 raises same concerns re SA as above noted: DS8 embraces Ashlawn Fields. An alternative DS8 policy which omits Ashlawn Fields has not been seriously considered by RBC. SA Report Table A7.1 page 551 Council's reasons for selecting Ashlawn Fields not site specific, same words are used for no fewer than eight sites selected. Do no address SARD PO concerns as listed above making this land less attractive for development; WCC's transport assessment concluded that the South West Rugby location was the most deliverable in transport terms of the three locations tested. WCC' does not include analysis of specific transport impact of Ashlawn Fields site - BWB's 2014 transport assessment of Ashlawn Fields is flawed. It assumes that each house produces 0.42 departure trips during 8am 9am peak hour. WCC – 48, SARD- 0.99 comparable new housing development edge of Rugby. BWB still identified significant problems with building Ashlawn Fields – along major routes in rugby town (see rep for full summary).</p>		

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1388	Yvonne Lovell	NA	NA	DS8	<p>Air quality in Dunchurch already exceeds EU standards- the 285 acre logistics site as part of the South West allocation will exacerbate this. The proposed development does not help support a low carbon future, brownfield sites should be prioritised over building on agricultural lines, Cawston Wood is ancient woodland with strong landscape and ecological value. The proposal has no railway access and would be better located at DIRFT, Ryton or Rugby Gateway.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
1397	Helen Stewart	Princethorpe Parish Council	NA	DS8	Transport - Previously raised concerns about lack of planning for traffic flow. Enormous undertaking for 5000 homes, however infrastructure planning is not strategic as covers an area no wider than the triangle to be developed under DS8.		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. 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).
1397	Helen Stewart	Princethorpe Parish Council	NA	DS8	STA report considers no more than how the traffic emerging from the triangle of development accesses the immediate road network, in particular the A45/M45. Response is provision of the SWLR ,however this does not address the wider strategic		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

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					<p>question for traffic planning. Once traffic has access the road network, where will it go and what difficulties will it present? The traffic planning consequent goes no further than improvements at Dunchurch crossroads. Fails to consider where traffic exiting development goes next. STA details pinch points at e.g. at Gyratory, A426 North of Rugby, but nothing beyond immediate vicinity of Rugby and DS8. Report states there are likely to be residual impacts. Fails to give evidence of consideration to serious impact anticipated at Princethorpe as DS8 traffic travels South. As such, local plan fails to provide strategic consideration of infrastructure for traffic management.</p>		<p>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. 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).The gyratory system was assessed as part of the STA; Warwickshire County Council have not identified the gyratory as a constraint on development. Impact of development on wider road network has been assessed as part of the STA. 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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1397	Helen Stewart	Princethorpe Parish Council	NA	DS8	<p>Delaying is not an option. Previous developments to meet Local Needs elsewhere (Rugby Western Relief Road) the then PC objected as it would result in increase in traffic south on the B4453 impacting on the village and causing tailbacks to the B4453/B4455/A423 junction. Told no such effect likely, but proved wrong. Village does not feature on any of the maps in the 172 pages of the STA.</p>		<p>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>
1412	Christopher Dwyer	NA	NA	DS8	<p>Inclusion of Ashlawn Fields in draft policy DS8 is unsound - inconsistent with national planning policy. Fails to meet NPPF para 30 on reducing traffic congestion and para 124 on air quality. This proposal would place pressure on the cock robin roundabout and Barby and Hillmorton junctions. Necessary mitigation measures have not been included in the infrastructure plan.</p>	<p>leave Ashlawn Fields out of policy DS8</p>	<p>Policy has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF para 30 and 124 as mitigation proposes significant improvement on traffic congestion and air quality as demonstrated in the STA. (Therefore amendments not considered necessary or suitable). Furthermore land at Ashlawn Road is now in receipt of outline planning permission.</p>

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1414	Mr I Moxen	NA	NA	DS8	Policy DS8 conflicts with NPPF para.112 as it takes agricultural land unnecessarily. It also fails to comply with NPPF para.30 on reducing traffic congestion and 124 on air quality. The STA does not include several housing developments that are underway and therefore under-calls the net effect of traffic congestion within the town.		Policy has been formulated in relation to evidence base and is considered to be sound. 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. Statutory consultees have been engaged where appropriate.
1420	Michelle Lines	NA	NA	DS8	As existing, there are problems with traffic congestion when travelling from Hillside to Dunchurch, with associated issue of air pollution. Traffic light adjustments at Dunchurch will not fix this issue. Development at Ashlawn Fields contravenes NPPF Paragraphs 30 (congestion) and 124 (air quality). Focus should be on housing delivery at the former Rugby Radio Station Mast Site.	Ashlawn Fields should be removed from Policy DS8	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.

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1430	Andrew Morgan	Place Partnership	Warwickshire Police (WP) and West Mercia Police (WMP)	DS8	Welcome the additional of DS8 stating the provision of a Safer Neighbourhood Team and the provision of land for an on-site fire and rescue provision, as detailed in the IDP		Comments noted.
1430	Andrew Morgan	Warwickshire Police and West Mercia Police	Andrew Morgan	DS8	Support the inclusion in DS8 of the recognition that within the four local centres there should be: Provision of a Safer Neighbourhood Team, with associated onsite facilities, as detailed in the IDP, and Provision of land for an on-site fire and rescue provision, as detailed in the IDP. The inclusion of the above resolves all the concerns expressed in our previous representations and reflects the positive partnership work that has taken place to date in relation to the site.		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.

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1431	Nick Dauncey (Jasbir Kaur)	WCC Highways	NA	DS8	<p>WCC Highways asked S W Rugby promoters to advise whether there is potential for Strategic East to West Link to be moved further south within site, to enable majority of residential development & proposed primary & secondary schools to be located to north of road to avoid severance & help maximise strategic function of route to help mitigate traffic impacts in Dunchurch. Current alignment would mean sig of children & adults to cross road to get to school. In this instance to facilitate safe crossing require signalised & informal crossing facilities reduction from 30 to 40mph around school. However, this could compromise strategic role of road function as traffic would need to slow down. Seek clarification on whether it would be possible to locate the schools to the north of the Strategic East to West Link to avoid these problems.</p>		<p>Proposed Appendix 3 Infrastructure Delivery Plan and DS8 have been amended following consideration of this consultation response and the updated Strategic Transport Assessment (LP54.46 - 54.58 and LP54.120- 124).</p>

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1431	Nick Dauncey (Jasbir Kaur)	WCC Highways	NA	DS8	Schemes listed in IDS essential to mitigate development impacts and lists mitigation schemes not listed in the IDS but are in STA Table 1; site promoters will be expected to support cycling through provision for cyclists within the site itself and through securing funding for the wider cycling network; developers should lease directly with stagecoach to secure high frequency bus services to the site;	<p>following mitigation schemes which do not appear to be listed in the IDS but are identified in Table 1 of the STA also need to be included:</p> <p>Essential:</p> <ul style="list-style-type: none"> Dunchurch Signposting Potsford Dam Roundabout Rugby Gyrotory Dunchurch Road Sainsbury's Roundabout Cawston Grange Drive/A4071 <p>Recommended:</p> <ul style="list-style-type: none"> Hillmorton Road Pedestrian Crossing Leisure Centre Access Clifton Road/Lower Hillmorton Road roundabout Whitehall Road Pedestrian Crossing Full signalisation of M6 J1 Full signalisation of M45/A45 A426/Central Park Drive A426 Newton Manor Lane <p>We suggest that there should also be a contingency for unforeseen impacts.</p>	Proposed Appendix 3 Infrastructure Delivery Plan and DS8 have been amended following consideration of this consultation response and the updated Strategic Transport Assessment (LP54.46 - 54.58 and LP54.120- 124).

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1432	Jennie Milligan	NA	NA	DS8	<p>Concerned about proposals to build so many houses on green fields around Dunchurch. Crossroads have always been an area of congestion where levels of pollution are already too high, surely so many houses will only increase these levels. Developers have no concerns about history of Dunchurch village.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>
1434	Annie English	Warwickshire Wildlife Trust	NA	DS8	<p>Objection to soundness of South West Rugby allocation as currently proposed without further clarity on extent and nature of buffer to be provided between new development and Cawston Spinney ancient woodland. Concern with scale of development proposed and high risk to ancient woodland from recreational pressure, invasive species, predation from pets and drifting of herbicides/pesticides. Second bullet point, fifth para. Lacks clarity on what is protected from the proposed buffer, which should be at least 50m to satisfactorily protect the ancient woodland.</p>	<p>To achieve the aim of protecting Cawston Spinney, the second bullet point in the fifth paragraph needs to provide greater clarity over what will be required to protect the ancient woodland. The Trust recommends the following wording: "Specifically regarding the wider Cawston Spinney, a minimum of a 30m semi-natural buffer must be identified and maintained through proposals made in the allocation;" To better reflect research findings on protecting woodland from the impacts of development, the Trust also recommends that 30m is changed to a minimum of 50m.</p>	<p>Comment noted. Although a strong desire to maintain a 30m buffer from the council, this has been reduced to a minimum of 15m to reflect standing advice of Natural England and the Woodland Trust. Mods reference LP54.35. WCC have been fully engaged in development of the Local Plan.</p>

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1445	Steph Matthews	Natural England	NA	DS8	<p>General support of this relatively strongly worded policy. We are pleased to see outline master plans and the intention of a Supplementary Planning Document (SPD) to guide development within this allocation. In addition we are pleased to see the issues outlined in paragraphs 4.28 and 4.42 are specifically dealt with in the policy for this allocation. We are however, concerned at the lack of reference to the proximity of this allocation to Draycote Meadows SSSI, in both the SA and the Local Plan itself. There will be a need for proposals coming forward to adequately ensure there are no hydrological impacts to the SSSI as a result of any development taking place. We are unclear that this has been considered.</p>		Commend noted. Such issues will be addressed through planning application stage.

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1455	Louise Steele	Framptons	DB SYMMETRY, TAYLOR WIMPEY, GALLAGHER ESTATES, RICHBOROUGH ESTATES AND WARWICKSHIRE COUNTY COUNCIL	DS8	Requirement for a “comprehensive 30 metre buffer” around the wider Cawston Spinney to “be identified and maintained through proposals made in the allocation” is also overly restrictive and unnecessary. The Natural England and Forestry Commission ‘Standing Advice for Ancient Woodland and Veteran Trees’ (April 2014) advises that a 15 metre buffer is sufficient, and refers to a planning case concerning an ancient woodland in Wessex, Four Acre Wood where a 15 metre buffer was recommended by the Inspector and endorsed by the Secretary of State. only part of the Spinney comprises an area of ancient woodland	(see above) The size and nature of buffer should be informed by more detailed assessment of the specific site, and is a matter of detail that would be more appropriately determined through the planning application process. It is therefore recommended that the policy is amended remove reference to 30 metres.	DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.

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1455	Louise Steele	Framptons	DB	DS8	<p>(See above) There should be reference to applications aligning with the SPD but not having to be in total conformity with it (and as agreed with Local Planning Authority). Development proposals shall respect and maintain the physical and visual separation of Rugby town and Dunchurch to protect their individual character and identity. A buffer, as identified in the South West Rugby SPD, must form an integral part of proposals for the site. Further onsite requirements are determined through the application of other relevant policies in this Local Plan. Development proposals must come forward comprehensively and be in accordance with the South West Rugby Masterplan SPD, Proposals Map and Policy DS9 below. Rugby Borough Council will not support ad hoc development which is contrary to the achievements of this Policy.”</p>		<p>The SW SPD has not yet been produced, consulted on or adopted. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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1455 & 1900	Louise Steele	Framptons	DB Symmetry, Taylor Wimpey, Gallagher Estates, Richborough Estates and Warwickshire County Council	DS8	Lack of clarity regarding the definition of the four local centres, and an absence of evidence justifying the provision of four local centres. This is inconsistent with the SPD which shows one district centre and 3 'focal points'.	<p>“Policy DS8: South West Rugby. A new neighbourhood of up to a minimum of 5,000 dwellings and a minimum of 35 Ha of B8 employment land will be allocated at land to the South West of Rugby, as delineated on the Proposals Map. Proposals for all or parts of the South West Rugby site will be approved where they demonstrate they contribute to the delivery of the allocation and its associated infrastructure and are in general accordance with the requirements of policy DS8 and the draft or final Masterplan SPD or as otherwise agreed by the local planning authority. The Masterplan SPD should provide the framework for the delivery of appropriate infrastructure and services which could include the following</p>	<p>It is appropriate for South West Rugby to be up to 5000 dwellings. This figure has informed the various evidence documents which identify the level of infrastructure required to support the local plan growth. A minimum figure on this site would make evidencing the local plan much more complex and uncertain. Furthermore it has the potential to place uncertainty on the alignment of the housing and employment targets. The SHMA has been accepted at the recent Coventry and Warwick Council Local Plan examination and the Plan allocates more than the housing target.</p>

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						<p>(subject to review and technical justification): Proposals within this allocation must be built out in accordance with the South West Rugby Masterplan SPD. Provision of the following onsite services and facilities must be made within the four local centres as identified in the South West Rugby Masterplan SPD, and as follows:</p> <p>Provision for a District Centre;</p> <ul style="list-style-type: none"> • Provision for at least one secondary school, to be co-located with a two form entry primary school as detailed in the IDP; • Provision for a further three primary schools, each to be two form entry, with at least one rising to three form entry, as deemed necessary by WCC Education, as detailed in the IDP; • Provision for a 3 GP surgery, rising to 7 GP surgery, as detailed in 	

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						<p>the IDP;</p> <ul style="list-style-type: none"> • Provision of a Safer Neighbourhood Team, with associated onsite facilities, as detailed in the IDP; • Provision of land for an onsite fire and rescue provision, as detailed in the IDP.” <p>The site must also contain comprehensive sustainable transport links that integrate with existing networks and provide good connectivity within the development and to the surrounding area including:</p> <ul style="list-style-type: none"> • An all traffic spine road network, as identified in Policy DS9, the draft or adopted Masterplan SPD and Proposals Map, connecting the site to the existing highway network, phased according to milestones identified through the phasing plan is the SPD IDP; • Provision of a comprehensive walking and cycling network to 	

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						<p>link residential areas with the key facilities on the site, such as schools, health centres and food stores;</p> <ul style="list-style-type: none"> • High quality public transport services to Rugby Town Centre; and • Further on-site and off-site measures to mitigate transport impact as detailed in the IDP, including access to the local road network as deemed necessary through the Transport “Assessment and agreed by Warwickshire County Council (WCC) and Highways England. These measures will take account of the proposals within the Infrastructure Delivery Plan as they evolve. In addition to these requirements, proposals must: • Include a comprehensive Green Infrastructure Network that links to existing adjacent networks utilising existing 	

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						<p>habitats and historic landscapes, in particular Cawston Spinney;</p> <ul style="list-style-type: none"> Specifically regarding the wider Cawston Spinney, a comprehensive 30m buffer must be identified and maintained through proposals made in the allocation. Include an assessment of the energy requirements of the proposed development and measures to minimise energy use and include renewable energy generation. 	

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1459	Graham Bevan	NA	NA	DS8	<p>DS8 required provision of a comprehensive walking and cycling network to link residential areas with key facilities on site such as schools etc. This must allow journeys between development sites and existing communities, Bilton - Dunchurch etc. This is important to not encourage car journeys in particular school related journeys. The excising right of way network must be protected and retained by creating green corridors around them. Walks through Cawston should be retained. DS8 should be reworded.</p>		<p>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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. 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>
1462	Cllr Norman Lines	Thurlaston Parish Council	NA	DS8	<p>Questions posed with links inserted: 1.What is the projected population for Rugby Borough in 2016? In 2024? 2031? (Ansa: 104,200; 111,400; 116,400) 2. How much of this growth</p>		<p>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 achievements of the</p>

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					<p>is due to migration? (Ansa: for the period 2014-2024, 64%) 3. How many extra households does that represent by 2031? (Ansa: 5300 approx., using mean household size of 2.3) 4. Excluding migration, how many extra households does that represent by 2031? (Ans: 1900, estimated), Coventry's Local Plan proposes to build some 25,000 homes in the period 2011-2031, but includes in that total (1) houses already built , 2011-2016; (2) sites with planning permission; (3) sites under construction; (4) an allowance for windfall sites. All of this reduces its new build requirement by nearly 50%. 5. Why does RBC's Local Plan not do the same? (There are many significant developments already under way, and sites with planning permission—more than 10,000 homes.) GL Hearn believe that houses need to be built at a rate of 660 dpa. As a result, they estimate the size of the working population—the labour supply—will be 64,000. 6. What do they expect to be the labour demand? (Ans: 55,000; a total of 9,000 will not have local jobs) 7. Does RBC therefore expect large-scale unemployment, or large-scale commuting? Is this “sustainable”? Rugby's Local Plan assumes that “Symmetry Park” will generate 875 jobs. 8. Why, then, does it need 1840</p>		<p>plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The justification of Coventry City’s unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick’s local plan. No alteration proposed. The Local Plan has been subject to a Sustainability Appraisal (SA).</p>

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					<p>car parking spaces? GL Hearn's report criticises the "remoteness", "landscape impacts", and sustainability issues" associated with "Symmetry Park"; they further recommend that it requires an analysis of its "viability, sustainability and impact." 9. Has such an analysis taken place? If so, when will it be published? (Planning law is clear: "evidence should not be collected retrospectively in an attempt to justify the plan".) 10. Why was the WS Atkins report on employment land ignored, despite using more up-to-date figures than GL Hearn's? 11. Which census provides data to calibrate the Rugby Wide Area (RWA) transport network model? (Ans: 2001) 12. What areas of Rugby Borough have been used to validate the RWA model, and when? (Ans: Radio Mast site, DIRFT) 13. What data are needed to validate its application to SW Rugby? (Ans: A proper traffic survey utilising the latest methods—GPS, mobile phone tracking etc.)14. What will be the effect of the network proposals on air pollution in Dunchurch?(Ans: Net worsening. Not supposed to happen—see NPPF) 15. Why was the Blue Boar junction not modelled?</p>		<p>The proposed South West allocation has yet to be adopted through the Local Plan process therefore the promotion of land for distribution usage within the South West falls outside the Local Plan process and such matters would be considered were a Planning Application to be submitted at a future date. 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.</p> <p>STA 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).</p>

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1462	Thurlaston Parish Council	NA	NA	DS8	<p>Asks why RBC needs 5000 homes in SW Rugby. We have the opportunity to build 10346 homes already planned. Rugby gateway(1300 homes), Houlton (6200 homes), Windfall sites (645 homes) and those already built 2011-2016 (2201 homes). How can we destroy Grade 2 agricultural lands valuable to feed population of a country which has to import food products at a time when the currency is falling in value. Questions the highway modelling respect of Blue Boar junction, air and noise quality impacts from industrial part of the development.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout 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. 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. 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).</p>

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1465	Chris Seeley	NA	NA	DS8	<p>Proposals not proportionate to the local area. Effect will completely change the character of the local area. Local infrastructure will be placed under considerable strain. Not clear that modelling to consider impact is realistic. Industrial units near Thurlaston unnecessary and impact on local environment. Considerable capacity being built at old Peugeot site, Dirft and J1 (M6). Impact on local roads.. Urbanisation of countryside. Currently rich mixture of town merging into countryside. Little interest in looking towards a balanced plan. Crossroads at Dunchurch struggles at peak times.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The IDP contains the infrastructure to mitigate the impacts of the site, to the agreement of the service providers. The employment land growth is as identified I the ELS and to the MoU.</p>
1466	Claire and Mark Green	NA	NA	DS8	<p>Request that countryside around the Rainsbrook Valley running behind Ashlawn Road, Barby Lane, Westwood Road, Fellows Way and Moat Farm Drive is protected as Green Infrastructure. It is essential we protect our outlying areas.</p>		<p>The sustainable growth of the town and Borough to meet the needs of the community will be balanced with protection and enhancement of the Borough's historic environment and existing natural assets through the creation of a strategic green infrastructure network. Development will be accommodated in ways which reduces our carbon footprint as well as protecting and enhancing the area.</p>

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1647	Claire Siddaway	NA	NA	DS8	Warehouse area off the A45 opposite Thurlaston would change nature of the area. Better to build them on road from Cawston or focus on developing Rugby Gateway. Likely increase in traffic from workers even more, or cheap houses built nearby that would change nature of the area.		DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.
1469	Clive Cotton	NA	NA	DS8	Accept housing is needed in Rugby town and needs to cater for diverse groups with a range of accommodation. New provision should aim to preserve character of the villages so incoming residents have same enjoyment as current residents. Proposed housing would enhance traffic problems at Dunchurch crossroads.		<p>The Development Strategy allocates a variety of sites within Main Rural Settlements (MRS). 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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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1473	David Brook	NA	NA	DS8	NPPF 30, 34, 37 Schools in the wrong place. How can the designated school for the new houses at Coton (north of Rugby) be Rokeby (south of Rugby)? How can plan expansion of Rokeby into a through primary and secondary school with several times the population when it is located in a housing estate with the associated road system. What effect is this going to have on traffic, car journeys, pollution and safety?		WCC Education and Highways 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.
1473	David Brook	NA	NA	DS8	NPPF 70 of DS8 fails to provide Community Facilities. Schools, Doctors and Dentists are all currently full or near capacity. Building this planned massive development will require the provision of several new school and surgeries. Problem is in staffing them. Teachers are currently leaving education in ever increasing numbers, few want to become head teachers. Barely enough doctors to fulfil the current needs. Insufficient hospital facilities. Transposer interchange is a disgrace - junction of 3 streets with one way traffic under railway line, bus stops opposite each other on Murray Road, limited drop-off for parking, , busses parked on Railway Terrace because depot cannot accommodate them all. Grid lock is already assured without adding something like 30000 to the population of the Borough. And increase commuters tiring to		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.

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					use this part of Rugby. Dilution of community facilities will adversely affect every Rugby resident.		
1475	D C Owen	NA	NA	DS8	Infrastructure: Level of new infrastructure required is not detailed. Need for new schools, doctors' surgeries, roads and other forms of transportation, such as pathways and cycle routes. The plan does not show how these would be funded or when and how they would be delivered. Therefore not a viable plan.		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.

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1475	D C Owen	NA	NA	DS8	<p>Environmental Impact: Air pollution at Dunchurch crossroads exceeds legal limits. Due to court judgements local authorities cannot wait until 2020 to comply with legal requirements, the issue needs to be resolved now. However Local plan will make matters worse with more traffic going through the centre of Dunchurch. Proposal for extra lane will do little to speed up traffic flow but will adverse effect of concentrating more traffic. Southwest link road might mitigate some of the problems in the centre of Dunchurch but there is no certainty that this will be built.</p>		<p>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. 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).</p>

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1475	D C Owen	NA	NA	DS8	<p>5000 dwellings in the Southwest will destroy Dunchurch as a village as the separating open land will disappear, given that there is not a proposal for a meaningful buffer zone. Acres of productive farmland will be consumed. More than enough land at Mast Site to accommodate realistic housing requirements. Southwest is ill served by shops and other amenities so developing the site will inevitably lead to more traffic.. Gyrotory is already congested and additional developments will exacerbate problems. Plan therefore is not environmentally sustainable.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. The gyrotory system was assessed as part of the STA; Warwickshire County Council have not identified the gyrotory as a constraint on development.</p>

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1476	D and A Clark	NA	NA	DS8	<p>In recent years has been considerable increase in traffic using Ashlawn Road on a daily basis and throughout the day. Tailbacks in rush hour. Weekends and school holidays very busy. Ashlawn Road narrow and traffic can be slowed to a crawl behind cyclists and farm traffic. Southwest will increase traffic using Ashlawn Road many times over. The proposed link road will lead to an increase of traffic throughout the day. Road planning which goes with the South West Overspill Plan simply shows new road planning. Does not take into consideration how the increased new traffic from the 5000 new homes.</p>		<p>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. 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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1477	D F de S Cochrane	NA	NA	DS8	DS8 is unjustified. Agree with Daventry District Council that greater consideration should be given to accelerating the development of brownfield sites before committing so countryside to housing. Therefore the local plan should be improved by dropping this policy. Countryside to Southwest provides fresh air, walking and good agricultural land. Incredible that Rugby Borough Council are intending to build on it when developers are not taking advantage of the planning permission already granted on the mast site.		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout 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.
1478	D Cooley	NA	NA	DS8	Area at rear of property is last area of agricultural land separating Rugby from Dunchurch. Also provides environment for wildlife. Many birds would disappear if development were to go ahead. Destruction of fields and countryside within walking distance of home. If plan is implemented and the so called south west Rugby Spine Road Network Road built then location would be transformed from semi-rural to industrial. Significant air pollution generated by HGVs travelling between new warehouses at Thurlaston and expanding DIRFT site. Commuters from the thousands of new houses proposed would add to air pollution. In addition to air pollution, would expect massive		DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. WCC Ecology have been engaged throughout the Local Plan process. 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. The STA June 2017 updated the September 2016 STA by increasing the modelled area so that it extends

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					<p>increase in traffic noise, and light pollution. Current cycling safety concerns, if southwest implemented reaching the countryside by bike would be greater challenge. DS8 and DS9 are unjustified. Agree with Daventry District Council that greater consideration should be given to accelerating the development of brownfield site before committing so much countryside to housing and industrial development.</p>		<p>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. STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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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1478	D Cooley	NA	NA	DS8	<p>Also believe policies are unsound as they are inconsistent with national planning policy. In particular they fail to meet standard of NPPF para 30 and para 124. Therefore local plan should be improved by dropping these policies.</p>		<p>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. 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.</p>

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1480	D Cusworth	NA	NA	DS8	<p>DS8 unsound as inconsistent with national planning policy. Specifically fails to meet para 30 and para 125 of the NPPF. Plan should be improved by dropping DS8. Council has duty to preserve villages and duty of care to tax payers. Need to drop plan of 5000 houses around Dunchurch village.</p>		<p>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. 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.</p>

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1481	D Elliott	NA	NA	DS8	Over years have witnessed increasing traffic congestion through the village especially at Dun Cow crossroads. Issue of heavy goods wagon having to wait until other traffic cleared path. This sort of issue will only get worse with proposed industrial units. Pollution levels currently exceed EU guidelines, this will also get worse from the housing and industrial units.		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.
1482	D Gray	NA	NA	DS8	DS8: Will destroy open land between Rugby, Dunchurch and Cawston. Urban sprawl. Loss of greenfield arable land. Little though of implementation. Poor links opt town centre and transport connections. Journeys will be car dominated and not sustainable. Lot of faith on two bus stops for sustainability.		DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Local Plan has been subject to SA.

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1483	Derek Lil	NA	NA	DS8	Object on environmental grounds. Object under NPPF Paras 114-119. Cock Robin Wood would be surrounded by roads and in danger of losing its biodiversity unless wildlife corridors are established to connect to local countryside.. Prime one to Cawston Woods will cross one or two main roads and will need green crossings. Cutting the wood off from any surrounding green spaces will detrimentally effect the movement of species. Lack of sensitivity will reduce use of wood by a number of species.		Wildlife corridors to be established. Warwickshire County Council Ecology have been engaged throughout the Local Plan process. Policy NE3 contains provision for blue and green infrastructure.
1486	D Orton	NA	NA	DS8	Coventry Road too busy without any more houses being built in the area.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.

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1486	D Orton	NA	NA	DS8	<p>No mention of a new hospital, police station, fire station, shop, community hall. People's welfare not being taken into consideration. These things should be considered before any houses are built. Cost cannot be used as excuse as money available from Council Tax generated.</p>		<p>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.</p>

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1486	D Orton	NA	NA	DS8	DS8 unjustified. Agree with Daventry District Council that greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside housing and warehousing. Therefore the local plan should be improved by dropping this policy		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>
1486	D Orton	NA	NA	DS8	Don't think seeing all the housing and warehouses which are planned for the future in Dunchurch area as different councils are involved.		Rugby Borough Council is considered to have fulfilled the requirements of the Duty to Cooperate

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1486	D Orton	NA	NA	DS8	<p>Countryside important and for health. No one going to enjoy walking along roads which have too much traffic and air pollution. Do not think need warehouses. Will not provide jobs people need. Will only take more of valuable countryside. Once houses and warehouses built countryside taken away and never be returned. We need trees and fields for our own health and to sustain the wildlife and the environment to be able to work.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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.</p>

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1486	D Orton	NA	NA	DS8	<p>South West Rugby - Traffic and Air Quality Objection. Cars travel at more than 50 miles an hour when pass our driveway. Increasingly harder to left out of driveway, never mind right. Highway safety concerns. Roundabout onto A45 usually queuing without more housing and warehousing. Warehousing would mean big lorries in the Dunchurch Village area. Would like to remain a village.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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1486	D Orton	NA	NA	DS8	<p>DS8 unsound as inconsistent with national planning policy. In particular para 30 and para 124. Local Plan should be improved by dropping this policy. Objection to South West Rugby overspill. Don't wish to see any more houses built. One off houses also need to be counted when looking at the houses already built.</p>		<p>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. 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.</p>

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1487	Darren o'Brien	NA	NA	DS8	<p>Dunchurch causes many problems with HGV for commuters, causing noise and pollution. Commuting times agree terrible at the Dun Cow junctions and whenever there is accident on nearby. There is no visibility as to how this will be managed and serviced. I believe DS8 is unsound as its inconsistent with NPPF para 30 and 124 on reducing traffic congestion and increasing air and air quality.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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1488	D Palmer	NA	NA	DS8	Borough Council cannot put policies in place which put Dunchurch residents under increased threat of air pollution.		<p>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 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).</p>

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1488	D Palmer	NA	NA	DS8	Excessive amount go housing and industrial land allocation will have significant detrimental effect on local road network. Totally against para 30 NPPF.		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. 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.
1489	D Ralph	NA	NA	DS8	DS8 unjustified. Agree with Daventry District Council that greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing and increasing "urban sprawl". Local plan should be improved by dropping this policy.		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.

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1489	D Ralph	NA	NA	DS8	Ashlawn Fields suffers from surface water flooding, lies outside the catchment area of its two closest GP surgeries (Dunchurch and Central), lacks access to a Park or Garden and in addition to placing additional pressure on the Dunchurch Crossroads would require mitigation measures at the junctions of Ashlawn Road with Dunchurch Road, Barby Road and Hillmorton Road. None of these mitigation measures are in Rugby Borough Council's Infrastructure Delivery Plan.		DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
1489	David Ralph	NA	NA	DS8	Object to Traffic, Transport, and Air Quality particularly with regard to Ashlawn Fields.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. Proposed Appendix 3 Infrastructure Delivery Plan and DS9 have been amended following consideration of this consultation response and the updated Strategic Transport Assessment

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1489	David Ralph	NA	NA	DS8	Developers for Ashlawn Fields site have significantly underestimated number of vehicles that their plan will generate plus have badly assessed anticipated journeys of such vehicles. For this reason as well as others, Ashlawn Fields is not an acceptable site for building.		(LP54.46 - 54.58 and LP54.120- 124). 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.

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1489	David Ralph	NA	NA	DS8	Including Ashlawn Fields in DS8 is unsound as is inconsistent with NPPF. In particular para 30 and 124. Pressure on Cock Robin roundabout and Barby Road and Hillmorton junctions. Necessary mitigation measures have not been included in the infrastructure delivery plan. Therefore plan should be improved by leaving Ashlawn Fields out of DS8		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 suggest 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. 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.

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1489	D Ralph	NA	NA	DS8	<p>Providing a pedestrian and cycle line between Ashlawn Fields and the community facilities Rugby Borough Council intends to see built west of Dunchurch Road will be challenging and in its Draft South West Rugby Masterplan Supplementary Planning Document it does not show how this could be done.</p>		<p>Comment noted. The SPD published to support the Publication Local Plan provided an early draft of the likely development framework plan that will appear in the SPD once adopted. It also will only provide a certain level of detail as it covers the entire S W Rugby site. The work undertaken by the highways authority and site promoters will include the necessary feasibility and design to deliver the relevant mitigation as identified in DS8, DS9 and the SPD.</p>
1489	D Ralph	NA	NA	DS8	<p>Not acceptable to give good quality rural land low importance when so much brownfield land available and could be compulsory purchased to build on first. Case for extra houses is unsound and should take lead from Daventry District Council in their care for, provision and protection of green spaces.</p>		<p>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. The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations. 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1489	D Ralph	NA	NA	DS8	<p>Inclusion of Ashlawn Fields in DS8 and Urban Proposals Map is both unlawful and unsound and policy and map should be rewritten to exclude site. Loss of countryside. Rural atmosphere in Southwest, Sainsbury's had to provide amenities and maintenance. Same insistence should be placed on today's developers. No mention of effect on lo fauna with no mitigation proposed. Alarming level of road kill on the A426. No provision now or proposed to join up current green spaces to give some hope of nature corridors. In Plan Loss of natural habitat is dismissed so seems ok to destroy it. Rather than say that as part of future development initiate nature revival by re-introducing former natural species, newts, bats etc. rather than heave a sigh of relief that none were found.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. WCC Ecology have been fully engaged with detailed assessments undertaken during any future Planning Application phase. Policy NE3 makes provision for Green Infrastructure. Where appropriate new developments must provide suitable Green Infrastructure linkages throughout the development and link into adjacent strategic and local GI networks or assets where present.</p>
1490	D Richards	NA	NA	DS8	<p>Developing brownfield sites should be done before committing so much countryside to housing. Para 30 of NPPF seems to have been overlooked. Volunteer with Warwickshire Wildlife Trust working towards their Living Landscapes programmes and believe that para 112 and 114 of the NPPF has not been followed in the draft policy DS8</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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1491	D Hunting	NA	NA	DS8	Local Landscape will be damaged NPPF para 109, Huge threat to open spaces NPPF para 69, To avoid even more traffic congestion NPPF para 30		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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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).

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1491	D Walls	NA	NA	DS8	<p>"Our Fields and Footpaths We can never put back "We cannot grow green space again, once bricks and mortar overtake. On such a scale, we desecrate our wild, our patch of earth. Delicious air in leafy limes, whose light will disappear, once fields to footings turn for countless homes. The hedgerows' welcome hawthorn and ripe blackberries have been our bounds for nearly fifty years. Who would set out for Cawston Lane, when path through Little Scotland Farm no longer yields a spacious place, with grazing sheep and cows, surprised by walkers, children with their dog? Where now shy badger, dormouse, and whirling bat? OH think, and stay your hand, developers.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>
1491	D Walls	NA	NA	DS8	<p>Volunteer for Warwickshire Wildlife Trust. Discussing the Local Plan and have many concerns about the scale of the development which is far too expansive to be sustainable, without damage to the environment and to the mental and physical health of local residents. Specifically object on environmental grounds to the draft structure plan for the South West Rugby DS8 and to the isolation of green habitats which need more green corridors for their bio-diversity to survive. Object under pars 114-119. Cock Robin Wood would be</p>		<p>Local Plan has been subject to a Sustainability Assessment. Policy NE3 makes provision for green infrastructure- Where appropriate new developments must provide suitable Green Infrastructure linkages throughout the development and link into adjacent strategic and local GI networks or assets where present. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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					<p>surrounded by roads and in danger of losing its biodiversity unless wildlife corridors are established to connect it to open countryside in several directions. Cutting the wood off from any surrounding green spaces will detrimentally effect the movement of amphibians, bats (which will be unable to follow hedges etc. and will be at real danger because they fly at low levels when moving though the environment to feed and roost) and larger mammals (hedgehog, badger etc.) which will be in danger crossing fast roads without the creation of safe corridors. Considering both policy DS8 and NE3 (green infrastructure) I think there is actually quite a good mechanism (compared to other Local Plans) to be able to ensure that, as planning applications come forward, the green infrastructure is appropriately designed to ensure connectivity along this east/west corridor – but, as always, it will be the details that matter and I draw your attention again to the paragraph above. Support response to the Local Plan submitted by Warwickshire Wildlife Trust. Must not put frogs and toads at risk. Green corridors must be safeguarded.</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1491	D Walls	NA	NA	DS8	<p>"Our Fields and Footpaths We can never put back "We cannot grow green space again, once bricks and mortar overtake. On such a scale, we desecrate our wild, our patch of earth. Delicious air in leafy limes, whose light will disappear, once fields to footings turn for countless homes. The hedgerows' welcome hawthorn and ripe blackberries have been our bounds for nearly fifty years. Who would set out for Cawston Lane, when path through Little Scotland Farm no longer yields a spacious place, with grazing sheep and cows, surprised by walkers, children with their dog? Where now shy badger, dormouse, and whirling bat? OH think, and stay your hand, developers.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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1494	D Mottershead	NA	NA	DS8	<p>Deep concern and strong opposition to the plans for building up to 5000 new homes in the Green Belt area between Rugby and Dunchurch. Alarmed at rapid increase in the local population especially in the last 5 years.</p>		<p>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. 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.</p>

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1498	D R Daniel	NA	NA	DS8	<p>Oppose Plan. Concern of proposals for the Dunchurch/Bilton area.. Concerns that plans shown were the property of Savills, begs the question as to whether plans are biased to developers rather than local population and the Council. Not convinced volume of housing represent a realistic likely need in area. Development of Southwest is an easy option for planners - large land parcel outside the green belt and offers large scale development with the minimum of effort. However to achieve this it has been necessary to overlook the need for local services and infrastructure. In reality Dunchurch will need to be protected from urban sprawl, compromising much of the proposed development area. Would strongly suggest that planners look at future developments where the infrastructure and communication routes are available and more direct. This would demean looking to North West, North and North East of Rugby.</p>		<p>Land promoters are able to submit plans to the Council for assessment but RBC produces its own allocations plans. . 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. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Coton Park East, Coton House and Gateway already allocated to North of the Town.</p>

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1498	D R Daniel	NA	NA	DS8	<p>Dunchurch: Concerned development will inevitably change character of the area and engulf Dunchurch in urban sprawl. Council should re-instate commitment to protect Dunchurch's surroundings. Plans for Mast Site safeguard boundary of Clifton on Dunsmore, why has same allowance not been proposed for Dunchurch. Providing same protection to Dunchurch is essential. Greater protection and more green space should be allocated to surrounding area of Dunchurch. Propose green space South from existing Woodlands housing estate on a line to Dunkley's Farm to achieve this.</p>		<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>
1498	D R Daniel	NA	NA	DS8	<p>Question scope and extent of protection of ancient woodland areas. RBC aims to protect area in accordance with national policies and the standards set out by Natural England. These also require habitat should remain connected to the wider natural environment. Plans would effectively encase Cawston Woods with little or no connections to countryside Further work needed to allocate more Green corridor space to Cawston Woods.</p>		<p>Policy NE3 makes provision for green infrastructure. Ancient woodland will be protected relative to statutory requirements in relation to buffers- this will inform future housing layouts during any future Planning Application phase.</p>

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1498	D R Daniel	NA	NA	DS8	Current plans sought to pack housing in land SW of Rugby. Several garden villages should be planned, perhaps to the North of Rugby. This would alleviate pressure on the Southwest and allow more developments which include retention of larger Green Spaces.		Development Strategy has been informed through land availability through the SHLAA process. Two allocations adjacent to the Northern Rugby Urban Area (Gateway and Coton Park East) with one allocation to the North of the town (Coton House).
1498	D R Daniel	NA	NA	DS8	If further 5400 houses required would make more sense to plan them near to commercial and retail development on the North side of Rugby.		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.
1498	D R Daniel	NA	NA	DS8	Any development to the SW of the scale proposed will require allowance for local services, and this is not included. Such services need to be planned as part of the proposal, despite the fact that they would further compromise the available housing development capacity.		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.

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1498	D R Daniel	NA	NA	DS8	Suggestion that Dunchurch would get a by-pass at the cost of being engulfed in Rugby's urban sprawl and instead being congested as a focus for local services to its new modern neighbouring town. Is hardly an attractive option.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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).

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1498	D R Daniel	NA	NA	DS8	<p>Building 5400 homes on the opposite side of town from the main facilities the homeowners will use as well as all the main local employment centres seems very ill-considered. Obvious increase in commuting distances and travel needs. Total absence of any plans to develop transport infrastructure will just result in town centre road infrastructure being overwhelmed.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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).</p>

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1498	D R Daniel	NA	NA	DS8	<p>Housing developments proposed have no provision for any local shopping or other services. Any minor benefit in terms of traffic reduction into Dunchurch would inevitably be negated by a larger increase in traffic accessing local shops, schools and other facilities. This would make Dunchurch busier and more congested, not less.</p>		<p>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. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1501	David Middleton	NA	NA	DS8	<p>I believe draft policy DS8 is unjustified for the following reasons, to avoid traffic congestion NPPF 30. To avoid excessive car journeys NPPF 30,34,37,95. To avoid air pollution caused by cars NPPF 120, 124. It will destroy the character of existing settlements NPPF 17,58. Fails to provide facilities for community NPPF 70. Threat to open spaces NPPF 57, 58, 69,70, 73, 74. Threat to landscape NPPF 109. Threat to agricultural land NPPF 112. Threat of Flooding NPPF 93 - 104. Noise pollution NPPF 123.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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1504	D Holton	NA	NA	DS8	<p>Someone with understanding of need for Dunchurch to retain its 'villageness'; and who can see the desperate need for an adequate road infrastructure to be built before more houses are built needs to step forward and take lead.</p>		<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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 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).</p>

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1504	D Holton	NA	NA	DS8	<p>Number of vehicles forced to crawl through Dunchurch and along Ashlawn Road at very frequent times must surely have been noted by now. How can current road system cope with large numbers of more houses - it can't and won't. New shopping centre on other side of Rugby is example of extreme greed of Councillors to see more and more council tax being paid to them, regardless of the horribly inadequate road system in that area.</p>		<p>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. 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.</p>

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1506	D Middleton	NA	NA	DS8	<p>DS8 is unjustified for the following reasons: DS8 is unjustified: to avoid traffic congestion NPPF 30. To avoid excessive car journeys NPPF 30,34,37,95. To avoid air pollution caused by cars NPPF 120, 124. It will destroy the character of existing settlements NPPF 17,58. Fails to provide facilities for community NPPF 70. Threat to open spaces NPPF 57, 58, 69,70, 73, 74. Threat to landscape NPPF 109. Threat to agricultural land NPPF 112. Threat of Flooding NPPF 93 - 104. Noise pollution NPPF 123. To avoid excessive car journeys NPPF 30, 34, 37, 95. To avoid air pollution by cars NPPF 120, 124. Threat to open spaces NPPF 57, 58, 69, 70, 73, 74. Threat to Landscape NPPF 109. Threat to agricultural land NPPF 112. Threat of Flooding NPPF 93-104. Noise Pollution NPPF 123.</p>		<p>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.</p>
1508	Dr F Somerset	NA	NA	DS8	<p>Do not think there is sufficient provision for health services, with already oversubscribed local GP, district nursing, maternity and health visitor services and a local hospital which is having services downgraded. 5000 extra families would push this to breaking point.</p>		<p>UHCW and CCG been fully engaged in development of the Local Plan and infrastructure measures as contained within IDP. None have raised objections to the plan. No change recommended.</p>

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1510	Dr Graham Shelton-Rayner (on behalf of Mr and Mrs TS and JC Shelton-Rayner)	NA	NA	DS8	<p>Concerns expressed in relation to detrimental impacts on Dunchurch of proposed housing development on traffic congestion, air quality. No justification provided for accepting Coventry's housing requirements as Coventry has sufficient brownfield sites to meet its development needs. A logistics park at Cawston Spinney is unacceptable as it will worsen congestion and air quality.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Independent consultants. WCC Education and Highways and Highways England been fully engaged in development of the Local Plan and infrastructure measures as contained within IDP. 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. This demonstrates the measures contained within the IDP mitigate against the impacts of the local plan growth L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA).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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.</p>

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1510	Dr G Shelton-Rayner on behalf of Mr and Mrs T Shelton-Rayner	NA	NA	DS8	<p>Infrastructure already feeling the strain, how will village infrastructure cope? Unacceptable to accommodate Coventry's projected housing needs. Rugby and Dunchurch rural idyll not for much longer if SHMA ratified. Inclusion of significant logistics park - Dunchurch already suffers from extremely poor air quality due to over congested road network, hundreds more road journeys per day. Need to protect environment and heritage.</p>		<p>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. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. DS8 makes specific</p>

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							<p>requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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 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).</p>

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1514	Dr R Clark	NA	NA	DS8	<p>Number of homes around Dunchurch seems disproportionate, particular given current appalling air pollution levels caused by high volumes of traffic through the village. Dangers of fumes and impossible to avoid the pollution fully. Aware that crossroads in the village has exceedingly high levels of atmospheric pollutants. Severe problems at Crossroads noted in Air Quality Status Report 2016. Severe, consistent and ongoing problem with traffic pollution in centre of Dunchurch. Considerable body of evidence that traffic pollution such as nitrogen dioxide is associated with increased premature mortality and hospital admissions for a range of respiratory and cardiovascular endpoints. Traffic pollution will only become even worse if the proposed developments go ahead. Even proposals to mitigate traffic low will surely be inadequate given massive scale of housing expansion and currently illegally high levels of traffic and pollution. Therefore DS8 unsound as inconsistent with national planning policy. In particular fails to meet NPPF para 30 and 124.</p>	<p>Therefore local plan should be improved by dropping this policy.</p>	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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1516	E Burke	NA	NA	DS8	Rugby is a nice place to live so why do you want to ruin it by building all these houses? DS8 unjustified. Agree with Daventry District Council that greater consideration should be given to accelerating development of brownfield sites before committing so much countryside to housing. Therefore local plan should be improved by dropping policy. Don't want more lorries and cars going past me every day and like lots of green space so can walk dog.		Comment noted. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period.
1517	E Chabi	NA	NA	DS8	Dunchurch has roots in 11th Century and has several designated conservation areas and buildings. Believe that current plan does not appear to contain any significant heritage conservation measures and therefore contradicts NPPF section 12-12. Conserving and enhancing the historic environment.		The relevant statutory consultees have been engaged throughout the Local Plan process. The Local Plan contains policies to protect the Boroughs heritage.

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1518	Esther Ette	NA	NA	DS8	<p>The plan is unsustainable, Rugby does not have the infrastructure to support all these additional houses, like a fully operational hospital with A&E and maternity services, manned police station, additional schools in the location required and roads etc. Air pollution in the area is already high due to the emissions from the Cemex plant. The additional traffic generated by the housing will accentuate this causing more health respiratory problems. Bilton is already getting swallowed up in urban sprawl with Cawston and will be totally lost in these plans. The traffic in Bilton is frequently congested and additional vehicles will cause gridlock increasing pollution levels. To add additional bus services should not be considered, as the ones at present are barely utilised. The only woodland that we have in the area is Cawston Woods and is home to numerous wildlife including bats, butterflies and badgers and should be designated a conservation area.</p>		<p>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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1520	E Fairgrieve	NA	NA	DS8	<p>Object to planned development in Cawston/Dunchurch/Thurlaston area. Concerned that number of housed people will increase without there being existing infrastructure to support them. Not convinced that plans to upgrade roads, add capacity for schools and health centres will proceed in time to meet demand. Worse even the completed plan may be based on flawed models. Can't see that new development could do anything but increase traffic density through Dunchurch. Local area will lose green open spaces. Land is currently used by residents for leisure and productive farming. Beautiful area and the established trees and wildlife and eco systems could not be replaced. If the area becomes built up we will lose important water run off capacity and it will increase risk of flooding. Since the area already floods regularly (on the A45 island) this cannot be an improvement. It has been implied that this is a quota/numbers negotiation with neighbouring Coventry. Does not seem fair that Rugby countryside should be obliterated to accommodate another district's capacity. Development is not near existing train or bus stations which does not seem to deliver any kind of sustainability improvement.</p>		<p>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. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1521	E Jones	NA	NA	DS8	DS8 unsound as inconsistent with national planning policy. In particular fails to meet standard of NPPF para 30 and 124.		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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1521	E Jones	NA	NA	DS8	<p>Proposal for up to 5000 in South West will almost totally destroy open land between Rugby, Dunchurch and Cawston and despite fuzzy promises of buffers to protect the land from urban sprawl the Master Plan SPD demonstrates that little thought has been given to the implementation of such a proposal. Mammoth development equal to the size of a small town is to be situated in an area with poor links to the town centre and transport connections. Although it is anticipated that good public transport links will be provided it is anticipated journeys to and from the location will be car dominated and therefore not sustainable.</p>		<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>
1522	E Kirkland	NA	NA	DS8	<p>The proposal (Policy DS8) for up to 5,000 homes in the South West Rugby location will almost totally destroy the open land between Rugby, Dunchurch and Cawston and, despite the fuzzy promises of buffers, will fail to protect the land from the urban sprawl. The Rugby Master Plan demonstrates that little thought has been given to the implementation of such a proposal. Considerable tracts of greenfield arable land that is currently used effectively for both cattle and crops will be lost forever. This mammoth development - equal to the size of a small town - is to be situated in an</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the</p>

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					<p>area with poor links to the town centre and transport connections. Although it might be anticipated that good public transport links may be provided it is predictable that journeys to and from the location will be car dominated and therefore not sustainable. It would seem that a lot of faith is being placed on two existing bus stops for delivering sustainability!</p>		<p>Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. The delivery of the South West spine road is a necessity infrastructure requirement to support the delivery of the Local Plan.</p>

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							<p>There is nothing before the Council that would suggested that the road will not be delivered. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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1523	E Lovell	NA	NA	DS8	<p>With reference to building 285 acres of industrial estate consisting of 7 giant warehouses at Thurlaston would oppose the following: 1: Lorry movements and 3500 car movements onto the site would be a serious detriment to local Air Quality. Would deter active travel in the area. (Adding to already a dangerous road). Dunchurch already exceeds legal limits for air quality so the 'plan' is to make it worse. National Policy does not allow this - any person acquiring a respiratory problem could sue any Council that in full knowledge of this problem deliberately makes it worse. Why build more warehousing behind existing warehouses on Coventry Road that have been 'to let' and empty for years? If there is a need why can't the existing be let? Area of Thurlaston, Dunchurch, South Rugby and villages nearby have a high skill and education level. Why not propose something more aspirational? In addition, given the likely price of new housing why build it away from any likely employee catchments with few transport links in place? Why build on agricultural land that has been farmed for centuries when nearby there are sites on the same road that are brownfield - such as old quarry sites, and buildings that have been</p>	<p>Given that existing warehousing adjacent to the site is empty and has been 'to let' for years, propose re-appraising where this facility is needed. The site is in the middle of the gap between Ryton Warehouses and DIRFT - the Thurlaston site would be reliant on taking business from these sites in a more damaging environmental way - built over green fields and road only, and local roads in most directions. If the national policies were taken into account then a less damaging site environmentally would be chosen.</p>	<p>The proposed South West Rugby allocation has yet to be formally adopted. Any proposed layouts published by the site promoter are only illustrative at this stage as no Planning Application has been received. 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 suggest that the road will not be 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). 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.</p>

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					<p>abandoned for years. Area around Cawston Wood is ancient woodland home to species. Nocturnal creatures that will be affected by the destruction of the existing dark landscape, not to mention the planned building over many badger sets - aren't they supposed to be protected? Site is on a path for migratory birds arriving at Draycote Water - light pollution from flood lighting nearby and huge expanses of car park and warehouse roofs especially when wet would likely bring large flocks of birds to ground next to motorway. Thurlaston site is on top of hill, one of highest areas in Warwickshire, and floodlit site would be in worst possible location for light pollution. National policy is to mitigate against environmental damage, nuisance, pollution and climate change, so why propose a giant transportation hub away from a railway, over a green field site and near to residential areas.</p>		

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1524	E Palmer	NA	NA	DS8	Borough Council cannot put policies in place which put Dunchurch residents under an increased threat of air pollution.		<p>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 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).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1524	E Palmer	NA	NA	DS8	Excessive amount of housing units and industrial land allocation will have a significant detrimental effect on the local road network. This is totally against NPPF para 30.		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. 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.

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1524	E Palmer	NA	NA	DS8	Experience excessive highway congestion that creates unacceptably high levels of air pollution known to exist at this location. Levels above maximum EU safe threshold are recorded on a daily basis which leads to believe DS8 is unsound and inconsistent with NPPF para 124.		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. 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.

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1525	E Davies-Pelc	NA	NA	DS8	Object to proposed massive numbers of houses in Dunchurch Village.		The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations. 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
1526	Eliabeth Adams	NA	NA	DS8	Draft policy DS8 is unjustified. It clearly fails to meet the standard of NPPF para 30 on reducing traffic congestion and para 124 on air quality. Dunchurch suffers already with unacceptably high air pollution and highly congested roads. Furthermore, it fails to meet the standard of NPPF paragraphs 17 and 58 as it will destroy the character of the settlements of Bilton and Dunchurch. The threat to open spaces fails to meet the standard of the NPPF paragraphs 57, 58, 69, 70, 73 and 74. The threat to the landscape fails to meet the standard of NPPF paragraph 109. The threat to agricultural land fails to meet the standard of NPPF paragraph 112. The threat of flooding is another concern and I believe the plan fails to meet the standard of NPPF		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.

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					<p>paragraphs 93-104. The noise pollution is a real concern and I believe the plan fails to meet the standard of NPPF paragraph 123. Further to BREXIT I believe that the numbers need to be looked at again, in terms of projected demand for housing both nationally and locally. Traffic survey underestimates the number of cars that will be travelling at rush hour. The development of brownfield sites should be completed before committing so much countryside to housing</p>		<p>DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>
1527	Emma Crossin	NA	NA	DS8	<p>Policy DS8 is unjustified as it needlessly takes agricultural land contrary to paragraph 112 of the National Planning Policy framework. Greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing and roads.</p>		<p>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.</p>
1528	Esther Harris	NA	NA	DS8	<p>It conflicts with paragraph 112 of the National Planning Policy Framework as it needlessly takes agricultural land.</p>		<p>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.</p>

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1531	Eileen Knee	NA	NA	DS8	<p>The village struggles already to cope with lorries from Southam and beyond and the link road to the M45 from Daventry did nothing to improve this problem. The centre of Dunchurch is in doubt. With this junction already running significantly over capacity and air quality pollution levels at dangerous levels. The proposal for up to 5,000+ homes in the South West Rugby location will almost totally destroy the open land between Rugby, Dunchurch and Cawston. The mammoth development equal to the size of a small town is to be situated in an area with poor links to the town centre and transport connections. Although it is anticipated that good public transport links will be provided it is predictable that journeys to and from the location will be car dominated and therefore not sustainable. The plan provides no assurance that the needs of the development on this massive scale can be met.</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>

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1533	Eleanor Flower	NA	NA	DS8	<p>Policy DS8 is not consistent with the NPPF guidelines which state that a local plan should be:</p> <ul style="list-style-type: none"> • Positively prepared, • Justified • Effective • Consistent with National Policy. <p>The proposals for large scale housebuilding (5,000) are based on housing allocation needs for Coventry rather than Rugby. The housing is planned for greenfield sites which are currently used for agricultural purposes as well as providing additional benefits for the environment and as a much used source for recreation (walking, cycling..Etc.....). As well as the loss of valuable farmland and greenfield space, the Plan will effectively infill much of the areas between Dunchurch, Bilton, and Cawston. The proposal for the “Symmetry Park” warehousing site does not meet employment needs of Rugby. Employment particularly in such an advantaged rural location? This warehousing site will be 300m from the Thurlaston Conservation Area. We are concerned with the impact on the local infrastructure particularly from the increased traffic resulting from such an increase in housing and large freight vehicle. The crossroads in Dunchurch is already a pinch point on the local road network which won't be able to cope with the</p>		<p>The housing target is not a minimum because it is based on need. . The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No alteration is required. 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.</p>

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					<p>additional traffic. The main roads through Dunchurch village are already very busy at peak times and any increase in traffic will be particularly hazardous for the large number of local children who walk to the two primary schools in the village. In addition there are the detrimental effects to the environment (air quality, noise) and health from the increase in traffic and traffic congestion.</p> <p>Unsustainable pressures on the provision of schooling and doctor surgeries if the local population is increased. We ask that the Local Plan be extensively revised until it is in compliance with the NPPF.</p>		
1538	Dr P Cooper, Mr F A Cooper, Mrs B Y Cooper	NA	NA	DS8	<p>Proposal will radically alter the landscape and townscape. Unconvinced that scale of building is justified in such a concentrated area and feel the Local Plan should spread building more equally across the borough, not saturate specific areas. Question if market for c.5000 homes especially in current economic climate (post Brexit). Strategic Urban extension anticipated to lead to jobs, reduce the need for out-commuting and reliance on the private car. No way RBC or WCC can envisage or guarantee any of these things. Dangerously optimistic and not rooted in reality. No reason to suppose new or existing residents</p>		<p>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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. WCC Education and Highways, UHCW and CCG, and</p>

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					<p>would be employed at the development or stop using their vehicles to commute there. No data to support notion of reduced car use. Conceptual link between housing and employment, data should be publically available. Threat to landscape and open spaces. Negative impact on wildlife. Disagree that there would be more pressures without implementation of Plan. Negative impact on townscape. Increased traffic. Pollution, health and bio/geo diversity. Effect on character of area. Inconsistent with NPPF para 12, 57, 58, 69, 70, 73, 74, 17, 58, 112, 114-119, 109.</p>		<p>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. 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. WCC Ecology have been engaged throughout the development of the Local Plan.</p>

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1541	F Woolterton	NA	NA	DS8	<p>Agree with DDC that greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing. Therefore the local plan should be improved by dropping this policy. Loss of access to green spaces proven to be deleterious to health, yet we in Dunchurch are rapidly having access to the surrounding countryside taken away by the building of vast housing estates, not just in one area but all around us. People in estates will have same problem, causing them to how to a few small areas for access to green putting untold pressure on the environment. No sustainable. Gross negligence to the environment.</p>	-	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Public open space would be provided and finalised during the Planning Application stage.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1541	F Woolterton	NA	NA	DS8	Recent experience shown that closing any road around Dunchurch causes havoc. Traffic lights can't cope an queues of traffic., making it impossible to get children to school. If M45 closed Dunchurch would be gridlocked. Wouldn't manage with large industrial site on doorstep as well as hundreds of houses generating 2 cars per family. Lives would be put at risk, if not by actual cars then pollution.	-	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. 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).

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1541	F Woolterton	NA	NA	DS8	<p>Agree with DDC that greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing. Therefore the local plan should be improved by dropping this policy. Loss of access to green spaces proven to be deleterious to health, yet we in Dunchurch are rapidly having access to the surrounding countryside taken away by the building of vast housing estates, not just in one area but all around us. People in estates will have same problem, causing them to have to a few small areas for access to green putting untold pressure on the environment. No sustainable. Gross negligence to the environment.</p>		<p>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. 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.</p>

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1542	F Bennett	NA	NA	DS8	DS8 - Conflicts with NPPF 112 and 30	DS8 to be scrapped.	<p>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. 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 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).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1544	F Welling	NA	NA	DS8	DS8 unjustified. Conflicts with NPPF 112 as needlessly takes agricultural Agree with DDC that greater consideration should be given to accelerating development of brownfield sites before committing so much countryside to housing. Local Plan should be improved by dropping this policy.		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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.
1546	A Coomber	NA	NA	DS8	Would like to add further points to the retirement villages proposal to add a lot more houses to the field on Cawston Lane which originally had a different plan approved. These house are not what we need for very old people in the future. We need apartment on one level and single-storey homes.	-	Comments noted. The Strategic Housing Market Assessment informs housing mix; sites will be reviewed on a site-by-site basis.

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1548	G Adams	NA	NA	DS8	<p>Concentration of housing in the SW disproportionate and unreasonable. Character of Dunchurch and Bilton will be changed beyond recognition, air pollution (para 120, 124) and traffic congestion will increase (30), farmland will be destroyed (112, 109 57, 58, 69). Flood projections fail to recognise those areas that already flood on Alwyn Road a situation that will be exacerbated by paving over more green space (93-104). Plan is not reasonable, justified, adequately prepared. May be possible to find adequate brownfield land and land banked development plots to reduce the impact on two particular communities.</p>		<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1549	Mrs F Fuller	NA	NA	DS8	<p>Have enjoyed fields and parks and enjoy countryside. Proposal will destroy landscape, threatening wildlife. Unnecessary over-development of area. Doctors surgeries already full to capacity with little hope of recruiting doctors. Hospital downgraded even though University Hospital cannot cope with number of patients. Although planning permission on Mast site builders are not taking advantage of it because Southwest area would be more lucrative. RBC also looking forward to extra/higher rate council tax benefit. DS8 unjustified , believe greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing.</p>	<p>Local Plan should be improved by dropping this policy.</p>	<p>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. 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.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.</p>
1550	G and M Thomas	NA	NA	DS8	<p>DS8 is flawed. Agree with DDC that greater consideration should be given to accelerating development of Brownfield sites before committing so much countryside to housing. Local Plan would be improved by scrapping this policy.</p>		<p>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.</p>

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1551	G Dakin	NA	NA	DS8	<p>Fail to see how roads, schools and surgeries will cope. Also feel to build such an ugly development such as warehousing on entrance to the historic village of Thurlaston and on the approach to Dunchurch is an outrage. Thurlaston is a conservation area where strict building controls are in place, yet within viewing distance large out of keeping warehouses proposed and already being advertised. Fails to satisfy NPPF 17 and 58. Should we not be using more brownfield sites. Air quality limits will only get worse at the Gyrotory and Dunchurch Crossroads where they already exceed EU limits. Believe that draft policy DS8 is unsound as inconsistent with national planning policy. Fails to meet the standard of NPPF para 30 on reducing traffic congestion and para 124 on air quality. Plan has multiple stakeholders yet little co-ordination with infrastructure being secondary. This will lead to further congestion, much higher pollution (already above EU limits) and a reduction in safety to all road users. All in contravention of NPPF 30,34, 37, 95, 120 and 124. Should cherish beautiful countryside round historic villages and continue with the development of the radio sites which already have planning. Deal that need to enhance area not destroy all</p>		<p>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. The proposed South West Rugby allocation has yet to be adopted as such any materials drawn up by the site promoter is purely illustrative and no Planning Application has been received. 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. 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 has</p>

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					<p>that makes nice to live. . Fail to see why proposing so many houses and massive warehouse. No need for such a development. Local older residents need small bungalows and younger ones probably could only afford flats and could do with being near the railway station. Houses likely to be brought by commuters thereby increasing traffic as only jobs would be for warehouse workers. Why should we build houses for Coventry. Need to cherish ancient woodland. Vast swathe of countryside lost can nicer return to farmland. Planning permission already on Mast site but developers not taking advantage of this. DS8 unjustified and put together on questionable data. Poor consideration, judgement and extreme lack of planning (no roads, schools, doctors, too far from the station). Lacks backing of local residents.</p>		<p>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).The gyratory system was assessed as part of the STA; Warwickshire County Council have not identified the gyratory as a constraint on development. Housing mix policies included in Local Plan and finalised at Planning Application stage. The justification of Coventry City’s unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have</p>

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							<p>also been accepted by the inspector of Warwick's local plan. No alteration proposed. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>
1552	G Davies	NA	NA	DS8	<p>SW proposal will destroy open land between Rugby, Dunchurch and Cawston despite the promises of buffers to protect the land from urban sprawl. Enjoy peace, quiet and beauty of the surrounding countryside. Green fields around Dunchurch should not be built on whilst developers are not taking advantage of planning permission at the Mast site. DS8 unjustified. Agree with Daventry District Council that greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing. Therefore local plan should be improved by dropping this policy.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

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1553	G Evans	NA	NA	DS8	<p>Currently walk in countryside. Important amenity for leisure and fitness. Would have to travel further for open spaces. Already reduction in open space over the years. Other developments not been accompanied by improvements in infrastructure. Mast site has permission although no development started. Loss of agricultural green space when other developments yet to get underway. DS8 unjustified and should be dropped. Threat to agricultural land, NPPF para 112. Agree with DDC that greater consideration should be given to development of brownfield sites before committing so much countryside. Threat to open spaces - para 70 NPPF, unnecessary loss of valued recreational facility important to healthy communities. Threat to landscape contrary to Para 109 NPPF. Threat to wildlife, para 114-119 NPPF, land provides habitats for wide variety of species. Avoidance of air pollution contrary to para 120, 124 NPPF. Avoidance of noise pollution, NPPF para 123, increase of this and contravention of aim to protect areas of tranquillity. Avoidance of traffic congestion contrary to NPPF para 30, increase in greenhouse gases and congestion. Avoidance of excessive car journeys contrary to para, 34, 35, 37 NPPF,</p>		<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Open space provision will be included and will be finalised during Planning Application stage. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout 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. 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. 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</p>

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					<p>essentially commuter area, new population would use private cars. Facilities not within walking distance contrary to para 34, 35, 37 NPPF. Main retail areas located to the north of Rugby town centre, development will generate a large number of new car journeys through the town centre for shopping purposes. Destruction of the unique character of saw Rugby contrary to para 17 NPPF, plan not taken account of intrinsic character and beauty of countryside., neither has it empowered local people to shape their surroundings'. . Unnecessary development over and above required, contrary to para 17 NPPF, pre Brexit calculations, seems likely there would be diminished requirement. Inadequate consideration given to infrastructure, contrary to para 162 NPPF, currently issues with the availability of healthcare. Addition of more people can only cause further difficulties.</p>		<p>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 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 Ecology have been engaged throughout the development of the Local Plan. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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1554	G Gledhill	NA	NA	DS8	DS8 fails to meet standard of NPPF para 30 on reducing traffic congestion and para 124 on air quality.		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. 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).
1554	G Gledhill	NA	NA	DS8	DS8 needlessly takes agricultural land contrary to para 112 of the NPPF		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.
1556	G Morrison	NA	NA	DS8	Ask that plans be dropped for SW. Already traffic problems and traffic set to increase. Congestion and air pollution problems.. Building houses will not alleviate issue. Rugby town centre congested at peak times.		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

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					<p>Getting across town is a chore and stationary traffic. DS8 unsound as inconsistent with national planning policy. Fails to meet NPPF Para 30 and 124. Plan should be improved by dropping policy. Countryside to SW beautiful and keeps open fields around already populated area. Don't think it needs to be built on. Why are the developers not taking advantage of the planning permission that has already been granted for the Rugby Masts site? Area regularly used for activities. DS8 unjustified , agree with DDC greater consideration should be given to accelerating development of countryside.</p>		<p>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. 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).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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

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1557	G Norton	NA	NA	DS8	<p>DS8 inappropriate in its excessive size and location in a sensitive area that currently adds greatly to the character and local amenities of Rugby and the village of Dunchurch. Plan would hugely increase vehicle traffic and associated pollution and congestion. New road does not mitigate the effect on the Dunchurch crossroads. Unnecessarily develop a large amount of countryside and farmland. Destroying character of the area. Contribute to urban sprawl. Stated aim of plan is to avoid coalescence of Rugby town and Dunchurch, contrary to statements in the Plan the token 'green buffer' would not effectively achieve this. Overall number of new houses is greater than estimated requirements. Plan states this is to accommodate overspill from Coventry. Unnecessary increase in vehicular traffic as new residents travel to and from Coventry for work and to visit friends and family. Plans for storage and distribution site would increase heavy traffic, noise, pollution and congestion in the area. DS8 unsound as it is inconsistent with the NPPF. Policy disregards NPPF paragraphs: Traffic (30), Excessive car journeys (30, 34, 37, 95), Traffic Pollution (120, 124), Destroying character of an area (17, 58), Threat to open spaces (57, 58,</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the</p>

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					69, 70, 73, 74), Threat to agricultural land (112).		Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.
1558	G Owen	NA	NA	DS8	Environmental Impact: High levels of traffic congestion and resultant air pollution at crossroads. Issue needs to be resolved now. Proposal to have an extra lane will have adverse effect on concentrating traffic. SW link road might mitigate some problems but no certainty that this will be built. Open land separating Dunchurch, Cawston and Rugby will disappear No proposal for meaningful buffer zone. Acres of productive farmland will be consumed. Enough land at Mast site to accommodate Rugby's requirements. Increase in traffic. Plan not environmentally sustainable.		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. 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).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. DS8 makes

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							specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.
1559	Mr and Mrs G P Gray	NA	NA	DS8	<p>DS8 - Threatens to destroy surrounding countryside and boundaries. Air pollution already at dangerous levels. Residents health at risk, not just by air pollution but risk to children getting to school. Struggle to get access to GP. Traffic increase may delay emergency vehicles. DS10 No evidence Coventry can't meet its own housing need. Traffic congestion will increase and school places still and issue. Dunchurch Junior School objection that they haven't been consulted about the level of need in the area or their concerns. DS1, DS8 and DS10 Failure to take on board or adequately consult other local Council's Agree with DDC that greater consideration should be given to brownfield before so much countryside housing committed. This is an opinion shared by Northamptonshire County Council.</p>		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated

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					<p>Historical village of Dunchurch should be protected from development not sacrificed for the delivery of a unsound plan.</p>		<p>Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

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							<p>throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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1562	G Winton	NA	NA	DS8	<p>Traffic flow around Rugby and Dunchurch always been difficult and SW plan has failed to address this. Plan seems to be about what stake holders want rather what community need. Plan gives no vision for Rugby and its future, no plans for the town centre and no consideration to its current residents. Area around Cawston Woods not been respected. NPPF 17 - Core principle should be genuinely plan-led, empowering people to shape their surroundings, succinct local and neighbourhood plans setting out a positive vision for the future. Design formed behind closed doors by the stakeholders. NPPF17 - plan should not simply be about scrutiny, but creative exercise in finding ways to enhance and improve the places in which people live their lives., not attempted in this plan. NPPF30 encouragement haven to solutions which support reductions in greenhouse gas emissions and reduce congestion. Plan does not address this effectively and in particular will result in considerably increased congestion at Dunchurch cross roads. Crossroads already an area of congestion prior to increased traffic flow. Result in increased air pollution in contravention of NPPF120 and 124. Proposed extra lane will impinge on</p>		<p>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. 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). South West Rugby has yet to be allocated and no Planning Application for warehousing has been received as such proposals publicised by site promoter are for illustrative purposes only at this stage. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the</p>

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					<p>the statue threatening local history against NPPF126. Thurlaston conservation area where strict building controls are in place, yet within viewing distance, 300 metres from the boundary of Thurlaston, large out of keeping warehouses are proposed and currently being advertised. This is failing to satisfy NPPF 17 and 58. Good local plan must be positively prepared, justified, effective and consistent with national policy,,12,400 houses is gross over estimate and contradicts all 4 requirements. Plans should be up to date as per NPPF17, plans clearly based on old and incorrect data. The plan has very poor or no co-ordination with infrastructure being secondary. This will lead to congestion, pollution and a reduction in safety to all road users. All in contravention of NPPF 30, 34, 37, 95, 120 and 124. Such a large project that south west relief road will need to be built as part of first phase. NPPF 21 is not met as only warehousing is planned for. No other business catered for or considered in plan. In addition area required has been revised down yet the plan is still based on original very high figure. Failure to update as per NPPF 17</p>		<p>evidence which informs the Local Plan. Therefore no amendments considered necessary. 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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1563	G Wood	NA	NA	DS8	<p>Plan will put too much strain on the roads in and out of Dunchurch causing jams and delays. Infrastructure appears inadequate and I am concerned that the pleasant historic centre of Dunchurch will be spoilt forever. Also concerned that the lovely country walks through Northampton Lane and the surrounding fields will be destroyed forever.</p>	Withdraw DS8 and DS9	<p>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. 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).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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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1564	G Parker	NA	NA	DS8	Road structure not large enough to handle the extra cars. Local amenities are suited for village life and not for major housing estates i.e. Doctors, Dentists, the police force has been reduced throughout Warwickshire, to a degree where crime is no longer reported on due to no investigation, the local schools are at capacity. Throughout Rugby and Daventry there are vacant houses that should be utilised. There are not the jobs in the local area to support the purchasing of housing.	Can only be legally compliant if the people living in the surrounding community agree with the changes by a public vote.	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. 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.
1565	G W Baines	NA	NA	DS8	Total of proposed developments for South-West Rugby far too large and excessive for the area and will change its character, making traffic congestion and pollution much worse than it is already, with a significant impact, on the local wildlife. Developers are apparently not taking fast-enough advantage of the planning permission that has already been granted at the Mast Site. This should be addressed well before even considering building on the Ashlawn Fields farmland. DS8 unjustified. Agree with Daventry District Council that greater		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

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					<p>consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing. Plan should be improved by excluding DS8.</p>		<p>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).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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>
1565	G W Baines	NA	NA	DS8	<p>Total of proposed developments for South-West Rugby far too large and excessive for the area and will change its character, making traffic congestion and pollution much worse than it is already, with a significant impact, on the local wildlife. Developers are apparently not taking fast-enough advantage of the planning permission that has already been granted at the Mast</p>		<p>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</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Site. This should be addressed well before even considering building on the Ashlawn Fields farmland. DS8 unjustified. Agree with Daventry District Council that greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing. Plan should be improved by excluding DS8.</p>		<p>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. 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).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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

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1565	G W Baines	NA	NA	DS8	DS8 unsound as inconsistent with national planning policy. Fails to meet NPPF para 30 on reducing traffic congestion and para 124 on air quality. Plan should be improved by dropping policy or redrafting it for much fewer houses.		<p>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. 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).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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City’s unmet housing need is borne out of the work undertaken at the HMA level by</p>

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							<p>all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.</p>

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1565	G W Baines	NA	NA	DS8	DS8 unsound as inconsistent with national planning policy. Fails to meet NPPF para 30 on reducing traffic congestion and para 124 on air quality. Plan should be improved by dropping policy or redrafting it for much fewer houses.		<p>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. 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).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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by</p>

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							<p>all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.</p>

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1566	G Sherring-Lucas	NA	NA	DS8	DS8 will cause unnecessary and unacceptable traffic congestion, contrary to NPPF Para 30	Delete DS8	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. 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).
1568	G Brazier	NA	NA	DS8	Fail to see why area is being considered when it is the wrong side of town. Traffic situation in Dunchurch is appalling at busy ties. Traffic queues. Village already under tremendous stress from traffic and now proposing a vast housing estate. Hospitals and doctors overloaded not, how are they to cope with this huge intake of extra people? Nightmare traffic situation on Leicester Road allowing the building	-	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>of so many out of town stores leaving the town centre dead on its feet. . Why considering this plan when the Radio Mast Site is not being taken up by developers. Believe DS8 is unjustified and agree with Daventry District Council that greater consideration should be given to the development of brownfield sites before committing so much countryside to housing. Plan should be improved by dropping this policy and showing a lot more consideration to the people that live in this community instead of chasing financial grants from the Government.</p>		<p>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. 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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

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1569	G Campbell	NA	NA	DS8	Queues at Dun Cow junction steadily got worse over years due to build-up of traffic through the village. Doesn't look as though scheme will improve matters. Pollution levels from present volume of traffic already unacceptable and will get considerably worse should the homes and industrial units be built, resulting in even more traffic through the village. DS8 unsound as inconsistent with national planning policy. In particular it fails to meet standard of NPPF Para 30 on reducing traffic congestion and para 124 on air quality. Local Plan should be improved by dropping this policy.		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. 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).
1570	G Reeves	NA	NA	DS8	Local Plan in direct contravention of many aspects of para 17 NPPF. NPPF states that planning should be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area.". Putting aside the tautology of "plan-led planning", the Local Plan has been formed almost entirely in the absence of empowerment of		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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

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					<p>local people. LP constructed behind closed doors by stakeholders who benefit from the conclusions. At no stage were local people or their democratically elected representative empowered to shape their surroundings in any meaningful sense. Local Plan required to promote vitality of main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it. Local Plan fails to address the lack of vitality in Rugby town centre. Variety and quality of shops has reduced significantly over time, despite reasonable economic growth since 2010. Local Plan assumes building of thousands of new homes will improve the situation, but this appears to be little more than wishful thinking. The decline of Rugby centre as a shopping destination has coincided with significant growth in Rugby's population and multiple new housing developments. It defies logic to suggest that the proposed new development will buck the trend. Also, the LP fails to respect "the intrinsic character and beauty of the countryside". A large housing and industrial development to the South West of Rugby would completely</p>		<p>EiPs. The achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The proposed South West allocation has yet to be formally adopted and no Planning Application has been received so any proposals drawn up by land promoters</p>

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					<p>change the character of approaching the town from the A45. Rather than meandering through farmland and past native broad leaf woodlands, visitors to the town would leave the dual carriageway and drive through suburbia. At no point in the LP has the economic cost of destroying this natural habitat been factored into the equation, both in terms of use values (recreation etc.) and non-use values (existence, bequest values etc.). Paragraph 17 of the NPPF also states that: "Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area" The key to this quotation is the objective assessment of needs. The LP fails this on multiple levels. The modelling work that has been conducted on behalf of RBC fails to meet basic standards of rigour and appears to have been accepted uncritically by the Council. Firstly, we shall consider the work undertaken by GL Hearn (GLH) to estimate Rugby's future housing needs. After many revisions and much tweaking of the data, GLH settle upon an objectively assessed need of 480 homes per annum. However, much of Rugby's demographic growth since the early 2000s has been driven by net international migration. GLH's population</p>		<p>are purely illustrative at this stage.</p>

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					<p>projections rely upon extrapolating past demographic trends into the future. In light of June's referendum result, it appears grossly injudicious to assume that the migratory trends of the last 15 years will continue into the future. Despite this, RBC appear to wish to build 660 homes per annum - an increase of nearly 40% a year on GLH's already optimistic estimate of 480 homes. In light of this, I would urge RBC to conduct a new housing assessment that takes into account recent economic and political events. This new assessment should not be conducted by GLH, who have a vested interest (their public reputation) in ensuring that their research produces similar answers to their previous work. The econometric forecasts relating to employment needs appear to be built on even shakier foundations than the housing assessments research. GLH obtain a figure (79 ha) that varies wildly from the figure (34 ha) obtained in a similar exercise by WS Atkins. Their response to this discrepancy involves a large degree of hand waving, but little substantive reasoning to demonstrate that the higher figure is more accurate. Furthermore, both Cambridge Econometrics and Experian expect job growth to slow in the next 15</p>		

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					<p>years. If RBC forges ahead with the plan to build 660 homes per annum, the new development will either face large scale unemployment or become a dormitory suburb for Coventry, Birmingham and other large employment centres. This scenario is clearly at odds with the stated aim of sustainable development. My final concern relates to the proximity of "Symmetry Park" to the Thurlaston Conservation Area. Paragraph 128 of the NPPF requires the local authority to " describe the significance of any heritage assets affected, including any contribution made by their setting." It is unclear how a conservation area will be "protected, sustained and enhanced" by the building of an industrial development a mere 300m from the area's boundaries. Conversely, it is likely that the conservation area will suffer from increased light, air and noise pollution. In summary, the Local Plan is an ill-thought out and poorly evidenced proposal that will do nothing to improve the character of the Rugby area or the lives of those who live there.</p>		

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1574	H Binns	NA	NA	DS8	DS8 conflicts with NPPF paragraph 112 because it takes away agricultural land needlessly.		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.
1575	H Burke	NA	NA	DS8	Already congested with heavy goods vehicles, buses and cars. DS8 unjustified. Agree with Daventry District Council that greater consideration should be given accelerating the development of brownfield sites before committing so much countryside to housing. Therefore plan should be improved by dropping this policy.		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. 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). 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.

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1576	Helen Creery	NA	NA	DS8	<p>I don't doubt that more houses are needed but why not complete the development on the mast site and then assess the remaining need before destroying good quality agricultural land which this country needs for crop production with a failing economy. Green fields and open spaces are essential for the health and wellbeing of society. Likewise, delay construction of industrial units until there is a proven need - industrial units have spare capacity at present. There is a 10 year plan for DIRFT and proposed expansion of Magna Park. The construction and operation of industrial units involves noise, light and air pollution. The proposed industrial units and nearby housing do not match as warehouse operatives could not afford the housing which would be nearby. There are more graduates than in previous years – could Rugby not attract industry/research/innovation to attract a higher skill set to the town?</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. All statutory consultees have been engaged.</p>

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1577	H Flavell	NA	NA	DS8	<p>Strongly oppose building up to 5400 houses in the Dunchurch (South West Rugby). Will be surrounded by houses and will be a building site for next 15 years. Lot of wildlife and footpaths with people walking and enjoying the countryside. Crossroads in Dunchurch already congested with traffic and emission levels not acceptable. Do not know if Schools and Doctors surgeries will cope with extra population as already stretched to capacity. Hospital of St Cross will have to be extended with new influx of population. Mast site should be completed before other sites released for housing. Sure there is some brownfield sites available to be built on that have not been considered around the Rugby area. North and South relief road around Dunchurch should be built and that would relieve the crossroads at Dunchurch, as Cawston Lane is used as a rat run between Coventry Road, Cawston and Dunchurch, even if the plan is rejected. Developers are only interested in building large expensive houses either than affordable ones for 1st time buyers. With all the warehouses built around Rugby need for large workforce is not necessary as they are becoming more robotic not needing as many employees, therefore do not need the housing. Believe number of</p>		<p>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. 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. The Local Plan seeks</p>

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					<p>homes needed is grossly overestimated as reported by independent commission by the Council of Protection of Rural England.</p>		<p>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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.</p>

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1578	H G Binns	NA	NA	DS8	<p>Have been able to enjoy access to countryside of Southwest Rugby through public footpaths. Value amenities of Cawston Woods and Old Leamington Line. Don't think that the productive agricultural fields either side of Cawston Lane should be built on while developers not taking advantage of permission already granted at the mast site. DS8 unjustified. Agree with Daventry District Council that greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing. Plan should be improved by dropping this policy.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

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1579	H J Corrigan	NA	NA	DS8	<p>Long term resident of Dunchurch and have witnessed the local destruction of the countryside due to inadequate planning and poor foresight by RBC, allowing urban spread. Urban spread has encroached on the surrounding villages, threatening local communities and their heritage. Further development will destroy these communities. Enjoy outdoor life and walking and cycling around the area. Recently with development of Cawston the traffic pollution, both noise and air quality has increased, as has the incidence of speeding traffic along Cawston Lan and other connecting roadways. Highway safety concerns and hazardous. Agree with Daventry District Council that greater consideration should be given to accelerating development of brownfield sites before committing so much pleas and open countryside to housing. Local Plan should be improved by dropping this policy. Consultants for SHMA not impartial or objective, so assessment fundamentally unsound. Population projections treated as forecasts, contrary to government policy, and no consideration to recent economic conditions such as Brexit. Housing and employment need from adjacent authorities should only be considered when it is reasonable and</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).Independent consultants G L Hearn produced the SHMA and the subsequent updates for</p>

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					<p>sustainable to do so. Why take Coventry's need? Infrastructure plan vague. No confidence in RBC delivering sufficient infrastructure plan. Air pollution issues at Dunchurch crossroads - can only get worse. Noise pollution. Traffic often at standstill. Rat run at Atkinson avenue. Safety issues. Poor transport links. Will only add to congestion. Force builders to make better use of mast site. G L Hearn projected numbers fundamentally flawed, not objective, not validated, not effective and not consistent with national policy. I.e. reduced migration. No consideration given to 'net worsening clause'. Not a consultation but determination by interested parties to force this plan through for their own benefit and to the detriment of the local community. Once the green fields gone they're gone. Planning process not been transparent. Dunchurch conservation village, needs protection. Population projections are unstable. Low net migration is the government's objective. This massive oversupply of housing to labour requirements will either increase local unemployment or increase commuting. Warehousing is the local industry. This is poorly paid. How will this development be affordable. Schools shown on local</p>		<p>the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to</p>

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					<p>plan. What about doctors surgeries, hospitals, dentists etc. Local surgeries and hospital seriously overwhelmed at the moment. Plan will be detrimental to residents' wellbeing. RBC not been able to meet past planning objectives and over reaching on this local plan also. Must consider and come up with a revised plan that adds to the communality it serves and not destroy it. Local plan does not consider protection of local bridleways and footpaths.</p>		<p>the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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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1580	H M Park	NA	NA	DS8	<p>Concerned about the increase in traffic generated from South of Dunchurch using Dun Cow crossroads. At present air pollution is unpleasant with slow moving stop/start traffic. Large lorries constant concern. Not safe. DS8 unsound as inconsistent with national planning policy. Fails to meet standard of NPPF para 30 on reducing traffic congestion and para 124 on air quality. Local Plan should be improved by dropping this policy.</p>		<p>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. 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).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1581	H Marsh	NA	NA	DS8	<p>Plan would significantly increase traffic flowing around Dunchurch village centre. Crossroads and surrounding infrastructure will not be able to cope. This was evidenced when an alternative route into Rugby from the A45 was closed due to roadworks and additional traffic came through the village 0 there were traffic jams taking up to 20 mins to get through the traffic lights. This will increase pollution levels in the centre of the village, especially at a time when children are passing through to go to school.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1583	H Morshead	NA	NA	DS8	<p>Use of the same consultants (G L Hearn) is a clear conflict of interest. Equally - the derelict garden centre site in Binley Woods - highly suitable brownfield instead of Rugby greenfield - has been excluded for no visible reason. Rapidly changing estimates of future population, further upset by Brexit, will invalidate even the most diligent historical sustainability appraisal report. Once the DS8,9,10 development has started it cannot be removed, and in light of Brexit have duty to extend consultation period and capture the changing forecast. Already noted that population forecasts for DS1 (12400 dwellings) have been superseded by substantially and successively reduced estimates. Inaccurate incoming data. Excessive reliance on projections rather than more diligent forecasts, outdated data models for economic and population prediction, and consistent presentation of the very highest projected figures as fact. Justification undermined by lack of joined-up thinking between existing and proposed permissions and infrastructure. Highest estimated requirements quoted as need. This undermines sustainability of the plan on two levels. Greenfield sites now cannot be recovered if only partly used., but more</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. DS8 makes specific requirement of a</p>

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					<p>significantly , shoddy use of space now cannot be repaired for the benefit of future generations. That is to say DS8, DS9, DS10 building cannot be shuffled together in the future to make space for future (and no less legitimate building needs. Need recognised but need to ensure future growth not blocked. Immediate concern is that a number of developments use the same figures for justification - no overall reconciliation is evident, to eliminate duplication. In terms of delivery of the plan, cannot afford another mast site where extensive permissions deliver trickle of delivery. Clear that plan cannot be delivered in time and no controls over delivery of infrastructure, particularly if housing is delivered piecemeal.</p>		<p>buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1584	H Orton	NA	NA	DS8	<p>Coventry Road is too busy without any more houses being built in the area. Getting increasingly harder to exit property. Safety issues. Warehousing would mean big lorries in the Dunchurch village area. Gyrotory in Rugby not coping with traffic. Not enough parking at Elliott's Field. Queueing at Cock Robins corner. Can go to Blooms and queue to get over the road and along A45 home. Don't think seeing all the housing and warehousing planned for the future as different Councils are involved. DS8 unsound as inconsistent with national planning policy. In particular fails standard of para 30 and para 124. Local Plan should be improved by dropping this policy.</p>		<p>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. 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).The gyrotory system was assessed as part of the STA; Warwickshire County Council have not identified the gyrotory as a constraint on development.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1585	H Priestner	NA	NA	DS8	<p>Filling in the open spaces in our suburban settings will seriously injure the quality of life for many. Proposals seem to be focussed on 'soft' targets that should be resisted. Brownfield developments are the Government's preferred option. Always appreciated access to open spaces in and around the area and the fact that these have trees and contribute to the local environment. Current proposals extending sprawl onto farm land that include ready access for the general public. Entirely unacceptable that plan incorporates potential for Storage and Distribution adjacent to Cawston Woods. This part of town is not where heavy goods vehicles should be coming in., when DIRFT and other logistics sites pepper the vicinity. DS8 unjustified. Agree with Daventry District Council that greater consideration should be given to accelerating development of Brownfield sites. More than 20 points where plan infringes NPPF. Notably increased traffic and consequent air pollution, congestion and more difficult conditions for other users of the highway, destruction of local identities, lack of social housing that prevents the building of communities that represent all sectors of society, threats to landscape, open spaces</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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. 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</p>

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					and wildlife, potential destruction of things that give character to our environment, like listed buildings, and our local landscape itself.		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 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).
1621	Janet Wade	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to</p>		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 STA clearly shows the mitigation achieved by the south west link road against the impacts on the Dunchurch crossroads addressing the congestion and subsequent air pollution .NPPF para 30 and 124 are met.

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					cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.		
1622	J Williamson	NA	NA	DS8	Objecting in regards to traffic problems from Ashlawn Fields development. Concerns regarding proportion of car journeys in peak times and the capacity of utilities to serve additional properties. Policy DS8 is unsound as fails to meet NPPF para.30 and 124 and necessary mitigation measures have not been included in the IDP.		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. 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).

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1623	Hugh Cochrane	NA	NA	DS8	<p>Countryside to the SW of Rugby provides agricultural land, open space and fresh air.</p> <p>Incomprehensible that considering building on this land when developers are not taking advantage of planning permission already granted on Radio Masts site. DS8 is unjustified and greater consideration should be given to building on brownfield land.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>
1624	Helen Wallace	NA	NA	DS8	<p>Policy DS8 is justifiable (sic) and unnecessary causing a threat to open spaces and causing noise pollution and is therefore contrary to NPPF</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1627	Helen White	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). A MoU distributes the OAN across the HMA to ensure it is met within the HMA. Although NBBC are not signatories of the MoU, RBC is of the view, from limited inspection of NBBC evidence that NBBC can deliver their contribution of the OAN as identified within the MoU.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1630	Isobel Clewett	NA	NA	DS8	Policy DS8 is not consistent with NPPF para.112		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.
1631	Ilke Cochrane	NA	NA	DS8	Policy DS8 is not consistent with national policy, in particular para.30 on reducing traffic congestion and para.124 on air quality		Policy has been formulated in relation to evidence base and is considered to be sound.
1634	Iwona Middleton	NA	NA	DS8	Policy DS8 is inconsistent with national policy to avoid excessive car journeys and air pollution caused by car traffic. Further contrary to NPPF paras. on: - destroying character of settlements; - proposing garden village without community support; - failure to provide community facilities; - threat to open spaces and agricultural land; - threat of flooding and noise pollution		Policy has been formulated in relation to evidence base and is considered to be sound. Statutory consultees have been engaged where appropriate.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1635	Isobel Norris	NA	NA	DS8	To imagine that the air quality can be reduced by building 1000's of houses with traffic routes linked with Dunchurch village centre is at best absurd. Even with a Spine road there will not be an improvement in the air quality. The volume of standstill traffic will continue to increase. The local plan in its present form needs to be rejected on its failure to take account of the public health of Rugby residents.		Policy has been formulated in relation to evidence base and is considered to be sound. Statutory consultees have been engaged where appropriate.
1636	Irene Novy	NA	NA	DS8	Policy DS8 is not consistent with national policy, in particular para.30 on reducing traffic congestion, para.112 on agricultural land and para.124 on air quality		Policy has been formulated in relation to evidence base and is considered to be sound.
1638	Ian Parker	NA	NA	DS8	Wish to register my objection to this horrendous local plan. Consultants have a conflict of interest, as do WCC who are a landowner and highways authority. Loss of Cawston woods would be a tragedy for over calculated housing, especially in light of Brexit. Congestion and air quality problems at Dunchurch crossroads are awful. The industrial units near Thurlaston appear unnecessary in view of the existence of DIRFT and infrastructure does not exist for this development - St Cross hospital would have to be fully opened and expanded.		Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Statutory consultees have been engaged where appropriate.

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1641	Jane and Delwar King	NA	NA	DS8	Regarding development at Ashlawn Road, we object to the size and scale of this proposal. Traffic congestion and noise/air pollution will affect us, as will traffic and noise from the proposed school. Three storey high properties on the perimeter of the site would be abhorrent visually. We support the issues raised regarding air pollution at Dunchurch crossroads.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Matters of building height would be assessed during the Planning Application stage. Relevant statutory consultees have been engaged.
1642	John Batchelor	NA	NA	DS8	Change in our quality of life will be catastrophic with noise pollution from the school caused by students, buses, cars. GL Hearn are not impartial and projections have been treated as forecasts which is contrary to national policy. Policy DS8 is contrary to NPPF para.30 on reducing traffic congestion and para.124 on air quality.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
1648	John Chapman	NA	NA	DS8	Object to proposed local plan as it is unsound and not comply with government policy. The SHMA is neither impartial nor objective and is fundamentally flawed. Uncertainty regarding future housing needs and increases in traffic flow and road requirements for commuting. SW Rugby proposal will destroy open land between Dunchurch, Cawston and Rugby. Plan does not give sufficient detail regarding infrastructure in terms of roads, schools, doctors etc. Particularly concerned about air quality and high		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Infrastructure Delivery Plan details infrastructure provision.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					levels of pollution at Dunchurch crossroads.		
1651	Joe Garthwaite	NA	NA	DS8	The level of traffic down Cawston Lane has mushroomed over last 10 years as surrounding areas have been extended. Traffic in centre of Dunchurch is already at severe levels and local plan makes no attempt at improving the volume of traffic in the village, in fact 5,000 new homes will make all travel substantially worse. Policy DS8 is unsound as inconsistent with NPPF para.30 and 124.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
1652	Jack Gledhill	NA	NA	DS8	Policy DS8 is unjustified - agree with Daventry DC that greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
1653	James Gray	NA	NA	DS8	Re: Policy DS8 - concerns over Dunchurch crossroads and its junction capacity / air quality issues. Risk of children getting to school and access to GP surgery and St Cross hospital. Inadequate consultation with local services.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. All relevant statutory consultees have been engaged and assessments undertaken where appropriate, with further details finalised at Planning Application stage

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1654	Judith Hobill	NA	NA	DS8	Strong objection to proposed 5,000 houses at SW Rugby. Traffic wanting to reach Dunchurch crossroads or gyratory have major problems. Policy DS8 is inconsistent with NPPF para.30 and 124.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Traffic flows subject to assessment by Warwickshire County Council Highways.
1660	J Moxen	NA	NA	DS8	Inclusion of Ashlawn Fields in DS8 is unsound as inconsistent with national policy, in particular NPPF para.30 and 124. Two areas of concern for air quality at Gyratory and Dunchurch crossroads. Any development would increase traffic and pollution at these points and place pressure on existing junctions where Ashlawn Rd intersects with Barby Rd and Hillmorton Rd. Also unjustified as greater consideration should be given to brownfield sites before using green land or countryside for housing as these areas improve mental and physical wellbeing of all residents.		Policy has been formulated in relation to evidence base and is considered to be sound. Statutory consultees have been engaged where appropriate and relevant assessments undertaken.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1661	Janice North	NA	NA	DS8	See no justification for further 5,000 homes, particularly if Rugby is making provision for Coventry. Infrastructure even with proposed new roads will not be able to sustain the extra traffic generated. Public services will be more stretched. Agricultural land should not be used for housing.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. A MoU distributes the OAN across the HMA to ensure it is met within the HMA. Although NBBC are not signatories of the MoU, RBC is of the view, from limited inspection of NBBC evidence that NBBC can deliver their contribution of the OAN as identified within the MoU.
1662	John Novy	NA	NA	DS8	Object to local plan in terms of its scale, underlying assumptions and devastating impact it will have on local community in terms of traffic congestion and pollution. Huge increase in traffic volumes around Dunchurch and air pollution at crossroads is unbearable and more than likely illegal. Building a further 5,000 homes will destroy open land around the village and exacerbate existing congestion and pollution, contrary to NPPF para.30 and 124. Further believe the SHMA is based on unsound foundations as consultants not independent, used outdated data and ignores impact of Brexit.		Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Policy has been formulated in relation to evidence base and is considered to be sound. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.

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1664	Jon Pedoe	NA	NA	DS8	<p>Concern with proposed development for SW Rugby as open countryside will be lost new development could badly affect the character of the local community. Recent development around Cawston has led to large increase in traffic and congestion problems in Bilton and at Sainsbury's island, which appears to already be at saturation at peak times. Consideration should be given to taking full advantage of Rugby Radio Station site and proposed development at Lodge Farm. These have the advantage of providing a much improved environment for new home owners, as well as avoiding further congestion on present road system. Greater consideration should also be given to brownfield sites before using countryside for new housing.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>
1665	J.R Cooper	NA	NA	DS8	<p>Concerned by increase in traffic and dangerous levels of pollution in Dunchurch. Policy DS8 fails to meet NPPF para.30 and 124.</p>		<p>Policy has been formulated in relation to evidence base and is considered to be sound. All relevant statutory consultees have been engaged with appropriate assessments undertaken.</p>
1668	Joe Taplin	NA	NA	DS8	<p>Object to amount of housing proposed for Rugby area. Greater consideration should also be given to brownfield sites before using countryside for new housing.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period.</p>

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1669	Jan van den Ende	NA	NA	DS8	Policy DS8 takes agricultural land contrary to NPPF para.112. Greater consideration should also be given to brownfield sites before using countryside for new housing. Does not comply with NPPF paras. 57,58,69,70,73 and 74.		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.
1675	K L Frost	NA	NA	DS8	Objections to homes to SW Rugby concern: Dunchurch Cross Roads does not have the capacity to accommodate the extra traffic that will result from additional residential areas, indeed the only solution is to have a bypass that runs from north to south; residents want to keep the green and statue area in the village; the impracticalities of additional infrastructure, such as sewage works, needed to facilitate the building of new sites and subsequent detriment to the quality of life to the residents of this village; no need for housing to spread towards Dunchurch when can go elsewhere in the County; the open space ('rec') behind Atkinson Avenue must not be lost.		The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.

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1676	Mr Craig Beech	NA	NA	DS8	Excessive highway congestion at Dunchurch crossroads which creates the unacceptably high levels of air pollution known to exist at this location. Inconsistent with NPPF para 124. The excessive amount of housing units and industrial land allocation will have a significant detrimental effect on the local road network. This is totally against NPPF paragraph 30 which seeks to reduce traffic congestion. The Borough Council cannot put policies in place which put Dunchurch residents under an increased threat of air pollution.		Policy has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF. (Therefore amendments not considered necessary or suitable).
1678	Luke Fereday	NA	NA	DS8	DS8 needlessly takes agricultural land contrary to NPPF para.112	Delete Policy DS8	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.
1679	Lisa Fereday	NA	NA	DS8	DS8 needlessly takes agricultural land contrary to NPPF para.112	Delete Policy DS8	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.
1681	Lizzie Lodge	NA	NA	DS8	I disagree with the amount of green space this plan is taking up and the volume of housing/industry proposed. I believe draft policy DS8 is unjustified. I agree with Daventry County Council that greater Consideration should be given accelerating the development of brownfields sites before committing	Delete Policy DS8	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.

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1682	Steve, Lisa, Ellie & Kate McConnell	NA	NA	DS8	<p>so much countryside to housing.</p> <p>We understand that there has to be new building in areas but over the last seven years there has been plenty of new build including the planning permission that has already been granted for the Rugby Radio Masts site. We feel it is going to have a negative impact on the beautiful countryside around us if building continues, not to mention the impact it will have on the very busy roads running through and around Dunchurch and the surrounding areas. We believe draft policy DS8 is unjustified. I agree with Daventry County Council that greater Consideration should be given accelerating the development of brownfields sites before committing so much countryside to housing.</p>	Delete Policy DS8	<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1683	Lisa Oughton	NA	NA	DS8	<p>Concerns over impact of SW allocation on my land/property adjacent to railway line border and that I have not been consulted previously on this development when many neighbours have already sold properties to developers. The industrial estate will completely ruin our family home, make it uninhabitable and unsaleable. Adding the amount of dust, dirt noise and pollution involvement to make this development is another health and quality of life issue for us in itself The site allocated should be kept as farm land. The new houses will lead to more traffic on local roads, more pressure on schools, surgeries and hospitals.</p>	<p>More transparency, letters to residential. A thought out careful considerate consultation period. Families on the front line should be made aware of such plans. Sites that already exist should be used for this type of development</p>	<p>Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.</p>

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1685	Linda Stubbins	NA	NA	DS8	<p>The Rugby area is already experiencing more frequent traffic jams and gridlocks. This is evident at numerous locations such as the 'Gyratory', the A426 out of Rugby to the Avon Mill roundabout, Technology Drive, the Potsford Dam roundabout. The excessive number of houses to be built in such a relatively small area as proposed by DS8 would dramatically increase traffic congestion and catastrophically damage air quality. This would contravene NPPF paragraphs 30 and 124 and therefore not justified.</p>	Review housing requirements and delete policy DS8	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1689	Lisa Trewren	NA	NA	DS8	The traffic is too heavy in the village now and the additional housing will make the situation even worse and there are no plans for a bypass.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
1692	Dr Lewis Jarvis	NA	NA	DS8	The plan doesn't provide enough provision for: cyclists (NPPF para.30, 34, 37, 75), is a threat to birds (114-119), the community (70) and agricultural land (112).	Full rejection of Policy DS8	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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1693	Lisa Jay	NA	NA	DS8	Negative impact to local area, inadequate protection of ancient woodland, no plan for schools clearing defined, additional traffic uncontrollable on road network shown	Protecting woodland, ensuring adequate road network and school in place	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. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
1694	Lesly Morris	NA	NA	DS8	DS8 is unjustified. Agreement with Daventry District Council that greater consideration should be given to accelerating the development of brownfield sites. Reference to NPPF Policies: 57,58,69,70,73,74.109.114,119112. The three fields to the rear of Montague oaf- where the link road is proposed for- has a multitude of wildlife whose habitat will be destroyed- foxes, badgers, pheasants, migrating birds, Owls, bats, moles, mice, Magpies,	Policy DS8 should be removed	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period.

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					Jackdaws, Buzzards. The walk from Montague Road to Draycote will be heavily polluted.		
1698	The Occupier (Lower Rainsbrook, Onley Lane)	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and</p>	Delete Policy DS8	Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further

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					<p>Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. 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).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. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness. 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. DS8 makes specific requirement of a buffer between</p>

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							Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.
1701	Juliette Crossin	NA	NA	DS8	Policy DS8 takes agricultural land contrary to NPPF para.112. Greater consideration should also be given to brownfield sites before using countryside for new housing.		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.
1703	John Ferguson	NA	NA	DS8	Policy DS8 takes agricultural land contrary to NPPF para.112. Policy DS8 is unsound as it is inconsistent with NPPF para.30 and 124		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.
1706	James Oxborough	NA	NA	DS8	Policy DS8 takes agricultural land contrary to NPPF para.112.		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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.

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1707	Jon Parry	NA	NA	DS8	Plan does not address tendency for land behind Montague Rd to flood which is contrary to NPPF 93-104. Number of dwellings planned is significantly greater than requirement identified and poses threat to agricultural land and wildlife contrary to NPPF para.112 and 114-119.		DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. 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.
1711	Joseph Welling	NA	NA	DS8	Policy DS8 takes agricultural land contrary to NPPF para.112. Policy DS8 is also unjustified, greater consideration should also be given to brownfield sites before using countryside for new housing.		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.

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1712	Jackie Vucevic	NA	NA	DS8	<p>Object to proposed development at SW Rugby. Believe it is inconsistent with national policy to reduce congestion and improve air quality. Proposed development will significantly add to an already serious problem. Children have a right to breath clean air. 5,000 homes is a massive number of additional housing with potential for shocking amount of extra traffic commuting in and out of the area. Do not believe sufficient detail in plan about how the shortfall of school places will be addressed. This level of development does not seem at all sustainable in this respect. Projected population increases seem to be vastly exaggerated and does not consider possible effect of Brexit. Employment opportunities are fairly limited. More emphasis should be on smaller scale development on brownfield sites nearer the centre of Rugby and on affordable housing for younger residents.</p>		<p>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. 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. Consequences of Brexit</p>

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							on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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.
1714	James Bennett	NA	NA	DS8	Policy DS8 conflict with NPPF para.112. Also para.17,30,57,58,69,70,73,74,120,123,124	Delete Policy DS8	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.
1715	Lucy Batchelor	NA	NA	DS8	Change in our quality of life will be catastrophic with noise pollution from the school caused by students, buses, cars. GL Hearn are not impartial and projections have been treated as forecasts which is contrary to national policy. Policy DS8 is contrary to NPPF para.30 on reducing traffic congestion and para.124 on air quality.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.

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1715	James Harbord	NA	NA	DS8	Policy DS8 is not justified - greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing. This land provides open and enjoyable recreational and agricultural space to the local area. Development of 5,000 houses will scar the area's nature and habitats and the impacts will be irreversible.	Delete Policy DS8	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. WCC Ecology have been fully engaged throughout the development of the plan and further ecological assessment would be undertaken during the planning application phase with any necessary mitigation measures implemented.
1716	James Leng	NA	NA	DS8	The Plan appears to seek to increase the scale of housing within and immediately surrounding Dunchurch by 5-6 times with no corresponding scale of provision of new infrastructure, nor adequate local services. Schools are already at breaking point with Dunchurch, Cawston and Bilton infants and primaries all oversubscribed. The inclusion of major industrial unit development in an area of residential nature and countryside when adequate provision for growth over the next 10-20yrs already exists at DIRFT and Magna Park is totally unjustified. Road noise and pollution levels in Dunchurch are already a problem. Plan would also result in devastatingly bad environmental consequences.	The plan should propose something more proportionate and in keeping with our local community.	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 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.

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1718	Janet Tilley	NA	NA	DS8	Believe DS8 is contrary to NPPF para.57,58,69,70, 73 and 74 as the threat to open spaces is unjustified and an unnecessary overdevelopment of the local area in mind of development that has already been agreed.	Delete Policy DS8	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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.

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1725	Joanna Grimes	NA	NA	DS8	<p>Proposed development will impact on quality of life of those people living to the south of the town. Understand the need for new housing but not to this huge extent. The extent of the proposed development will completely alter the nature of Rugby, Dunchurch and its surrounding villages. Do not feel that is it truly necessary to commit such a large amount of countryside to housing, when it is our understanding that there are brownfield sites which could be considered as an alternative. Also concerned that the infrastructure in Rugby and Dunchurch would not cope with such increased numbers of people travelling through the town on a daily basis and impact on safety and air quality in Dunchurch village. Ongoing development in and around Rugby shows little consideration for the needs of the local people, by not providing sufficient school places for example and leaving residents with a 30 minute journey to the nearest hospital.</p>	<p>Object to plan in its current form because of the sheer size of the proposed development. Plan should be redrafted to reduce the extent of the development and do more to preserve the rural nature of Rugby and Dunchurch</p>	<p>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. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.</p>

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1726	Joanna Honey Bates	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. No justification in MOU why Coventry cannot meet its own need. SHMA has made poor judgements with regards to links between people and jobs. Essential for the soundness of the plan is that it can be delivered in the plan period however after the first five years an increase of 55% in number of dwellings built per year would be needed to meet housing trajectory. The infrastructure plan for the provision of these housing numbers is not clear - a number of proposals are not costed. South West Rugby location will almost totally destroy the open land between Rugby, Dunchurch and Cawston and, despite the promises of buffers, will fail to protect the land from the urban sprawl.</p>	Object to the SHMA	<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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1727	Joanne and Malcolm Lewis	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location</p>	Delete Policy DS8	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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					<p>will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. 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).DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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1728	Joanne Sheridan	NA	NA	DS8	<p>Council are monitoring air pollution levels outside my house on Coventry Road, Dunchurch. At the moment levels are not over the EU levels but are still high. This is obviously an average and therefore during rush hour will almost certainly be over the acceptable level. This is before anymore buildings occur with the resultant increased traffic. Therefore I feel that if you approve any further building work that increases the pollution /traffic levels in Dunchurch you as a council will be directly responsible for the reduced health of the inhabitants in Dunchurch. This is also happening at the gyratory where the air pollution is over the EU limit. The infrastructure needed to service the number of buildings you are planning would need to be built and working prior to any more traffic being produced from new houses and warehouses. Believe Policy DS8 is inconsistent with national policy in particular NPPF para.30 and 124 on traffic congestion and air quality. Greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing.</p>	Delete Policy DS8	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.</p>

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1739	Julie Price	NA	NA	DS8	<p>I am concerned that the traffic which is already increasing along Coventry Road, and in particular Dunchurch Square, will have a negative impact on my health and that of all others due to the air pollution levels already exceeding statutory levels. Congestion is also already a significant problem, specifically during school run time and rush hour. Believe DS8 is inconsistent with NPPF para.30 and 124 on traffic congestion and air quality. The justification is completely outdated and fails to take into account anything such as the amount of unused units that are already in place in both Rugby and Coventry, the fact that the town centre requires regeneration as everything is now 'out of town', the effect of Brexit, the fact that there are many areas of land with permission granted on which houses have not yet been built and that it was only recently established that there was no housing need for our local area. I am also none the wiser as to what these warehousing units are going to be used for and who buy, nor as to what impact that will have on me in terms of additional noise, house prices, visual effect, etc. The area is already lacking in local amenities, yet there is also no mention of them in the plan. There is also no certainty as</p>	<p>I believe that others sites should be considered prior to committing such a vast amount of countryside to housing and can see no reason for the industrial warehousing requirement when there are so many empty sites and businesses already. The local plan requires improvement and modelling revisiting</p>	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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.</p>

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					<p>to when infrastructure and schools will be built or what impact that will have on the current infrastructure. And although we are not on a flood plain, the road at the A45/M45 roundabout is forever under water; where is all this water going to go once the countryside which is present to drain water is effectively concreted over by large warehouses and parking areas? It seems as though the plan has been put together purely based on availability of land as opposed to whether the land is fit for the desired purpose. Concerns regarding wildlife habitats, access to public footpaths, impact on cyclists using local area. The atmosphere of Dunchurch and Thurlaston conservation areas would be removed entirely by proposed warehousing development. Land near A45/M45 is only land that separates Rugby from Coventry and as used for Coventry's gain concerned as to where boundaries will lie in the future.</p>		

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1740	Julie Tayler	NA	NA	DS8	<p>I believe the inclusion of draft policy DS8 is unjustified. Greater consideration should be given to accelerating the development of brownfield sites, such as the Rugby Radio Masts site for which planning permission has already been granted, before committing so much open countryside to housing. I believe that DS8 conflicts with paragraph 111 of the NPPF; as well as paragraph 112 by needlessly taking agricultural land. The planned developments would have an enormous impact on traffic congestion and air quality and conflict with NPPF para.30 and 124. These developments would create significant additional pressure. The situation would be unsustainable, as there do not appear to be any measures in the infrastructure delivery plan to mitigate the problems in these areas. I am not convinced that the proposals for the South West Rugby spine network are viable and they would, in any case, result in the loss of even more countryside.</p>	Delete Policy DS8	<p>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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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1742	K A Protheroe	NA	NA	DS8	<p>Object to the impact the plan will have on my community, namely the insufficient provision of infrastructure to support the volume of houses proposed. Past experience from the Cawston development shows this was severely underestimated and not provided in a timely fashion to avoid impacting on the existing communities. Also the impact the additional traffic caused by 5000 new houses to the South West of Rugby will have on Dunchurch. The pollution levels at the Dun Cow crossroads already exceed EU guidelines and nothing you propose will improve this situation. To the contrary it is bound to worsen. Believe Policy DS8 is unsound as it is not consistent with NPPF paras. 30 and 124</p>		<p>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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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1747	Keith Brushett	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location</p>	Delete Policy DS8	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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					<p>will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. 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).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.</p>

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1748	Karen Grant	NA	NA	DS8	<p>Object to SW Rugby allocation as means Dunchurch will be swallowed up by a deluge of 5,000 new houses which at the very least will see the character and our status as a historic and traditional village destroyed. The village is already suffering as a result of increased traffic from the vast development to the rest of Rugby. The air pollution is already at a dangerous level and is clearly going to get much worse with the amount of traffic 5,000 households + the proposed 3,000 at Lodge Farm would generate. SW link road will only be built once 1,500 houses have been built. Policy DS8 is inconsistent with NPPF paras. 30 and 124 and is therefore unsound. Also have concerns over impartiality of consultants used to produce the SHMA.</p>	Delete Policy DS8	<p>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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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1749	Kathryn Hudson	NA	NA	DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. No justification in MOU why Coventry cannot meet its own need. SHMA has made poor judgements with regards to links between people and jobs. Essential for the soundness of the plan is that it can be delivered in the plan period however after the first five years an increase of 55% in number of dwellings built per year would be needed to meet housing trajectory. The infrastructure plan for the provision of these housing numbers is not clear - a number of proposals are not costed. South West Rugby location will almost totally destroy the open land between Rugby, Dunchurch and Cawston and, despite the promises of buffers, will fail to protect the land from the urban sprawl. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road will only help traffic travelling west and not south through Dunchurch Crossroads. Funding should be found for the road before housebuilding rather than after 1,500 houses.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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							<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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. 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).</p>

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1751	Katy Morrison	NA	NA	DS8	<p>Traffic and congestion on main road through Dunchurch is already bad at peak times with school and work traffic. Dunchurch Crossroads struggles with congestion and awful air pollution. Rugby town centre is congested at peak times and getting across town is difficult as sit in stationary traffic. Policy DS8 is unsound as it is inconsistent with NPPF para.30 and 124. Policy DS8 is also unjustified, greater consideration should also be given to brownfield sites before using countryside for new housing. The countryside to the South West of Rugby is beautiful and keeps open fields around an already heavily populated area. Why are the developers not taking advantage of the planning permission that has already been granted for the Rugby Radio Station.</p>	Delete Policy DS8	<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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. 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.</p>
1757	Joan Peck	NA	NA	DS8	<p>Please give serious consideration into making the Rainsbrook Valley into a country park with no more housing development-after all the Rainsbrook Crematorium has been built here as well as the new houses next to Ashlawn School. Also can you make sure we have sufficient road space, drainage, doctor's surgeries, schools, and hospital capacity etc. for these new developments.</p>		<p>Comments noted - No further action required</p>

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1866	Gary Stephens	Marrons Planning	Gallagher Estates Limited and David Wilson Homes (East Midlands) (GE/DWH)	DS8	Whilst GE/DWH therefore support the proposed allocation of the land for residential development within DS3, importantly there is no evidence to justify its allocation being “tied to” the delivery of other land allocated to the south west of Rugby. The land does not physically adjoin the land to the south west, nor does it visually relate to it and therefore does not share any characteristics that would require the land to be master planned as one development. No evidential justification for Ashlawn Road to contribute to the delivery of infrastructure in this area, or its delivery to be tied to the delivery of infrastructure elsewhere other than those infrastructure items that are required to accommodate the development itself.	GE/DWH would therefore recommend land at Ashlawn Road is allocated separately from Policy DS8. GE are also part of a consortium of developers and landowners with interests in the remainder of the proposed allocation who have submitted separate representations in respect of Policy DS8. Those representations relate to their land interest at Cawston which is within the proposed allocation, and confirm the land at Ashlawn Road can come forward independently.	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.
1869	Michael O'Connell	Amec Foster Wheeler	Warwickshire County Council	DS8	Support the allocation at SW Rugby but consider that the policy places an upper limit on the number of dwellings that could come forward and is therefore not consistent with the NPPF in terms of significantly boosting housing supply. Concerns about requirement to meet specific energy efficiency standards which are already covered by building regulations and therefore a duplication. WCC are a significant	Revise policy wording to refer to a minimum of 5,000 dwellings. Delete energy efficiency standards from policy.	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.

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					land owner and land in the allocation has the potential to meet significant proportion of development needs for the plan period.		
1872	Rob Wells	Savills	Neyland Properties Ltd	DS8	No objection to proposed allocation, however we do object to policy requirement that fails to identify the need for the site to partially contribute to qualitative demand to provide smaller units within the borough which results in undue burden being placed on site DS4.1 through policy DS.7 to meet the Council's objective of providing such units.	For consistency of approach and unless the site can be proven to be not suitable or capable of delivering smaller units, there should be a requirement on the site to do so. The following should be added: "Smaller units in the range of 5,000 – 50,000sq,ft, in B1c, B2 and ancillary B8 employment uses shall be provided as part of the employment development at this location."	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 policies seek to protect existing employment land unless it can be demonstrated that a unit is no longer in demand.

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1875	Michelle Simpson-Gallego	Pegasus Planning	AC Lloyd / Persimmon	DS8	Dwelling completions at this allocation will not commence in earnest until the mid to end of the plan period particularly given the number of landowners. Appropriate therefore to identify range of smaller sites in different locations otherwise may be deficient in maintaining a rolling five year land supply. How much can reasonably be delivered in the plan period at SW Rugby and how much will be beyond 2031?	A number of smaller sites should be identified to ensure housing delivery in the short to medium term. Identify contingency of additional deliverable sites which aren't large scale urban allocations. Identify safeguarded land at each of the main rural settlements to future proof the plan against rising dwelling requirements in the future.	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. 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.
1902	Matthew White	Godfrey Payton	Mrs Nicki Holt	DS8	The draft plan showing allocation of SW Rugby omitted an area of land approximately 4 acres known as Penlan, off Cawston Lane. This has been submitted previously as being suitable for residential and should be included within the plan. The new spine road will be of limited use for the development of this site if ransom strips are to be used to prevent access to it. Cawston Lane needs to be widened for a longer length so that development of 'Penlan' can be brought forward within the timescales of the local plan.		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.

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1903	Haydn Jones	Richborough Estates	NA	DS8	<p>Richborough Estates control land within the SW Rugby allocation site which will deliver residential development, open space, and the first section of the proposed spine network road, where allocation links with existing Rugby Road. In the main we consider the allocation and Policy DS8 to be sound however there are elements of DS8 we consider to be unsound. These include: capping dwellings requirement at 5,000 (see rep to DS3); restrictive nature of wording in relation to Masterplan SPD - suggest policy should refer to the draft or final SPD to avoid applications being held up by finalising of the SPD; energy usage - this duplicates building regulations and should be deleted as it is not necessary; Other relevant local plan policies - this wording is too vague and other specific relevant policies should be set out in this policy; conflict between wording of policy and para.4.53 re. Comprehensive development - this implies a need to submit a single planning application when the approach of the consortium and Borough Council has been to bring forward the site through separate planning applications.</p>	<p>Change "up to" to "minimum of" 5,000 dwellings in Policy DS8. Change "in accordance with" to "broadly aligned with", or "in general accordance with" where DS8 refers to Masterplan SPD. Delete energy usage part of Policy DS8. List specific 'other relevant policies'. Amend policy wording to reflect that separate individual applications will be submitted. Policy should refer to a minimum of 5,000 dwellings.</p>	<p>The housing target is not a minimum because it is based on need. . The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No alteration is required.</p>

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1907	Martin Herbert	Brown & Co	Edward Walpole Brown	DS8	<p>Whilst we consider the site which our clients are promoting with others and relating to Walsgrave Hill Farm/Hill fields Farm and Ansty Park is a more sustainable location, with regard to DS8 there are clearly major infrastructure constraints and it is going to be hard to achieve rapid delivery in the Plan Period from this site particularly where there are multiple land ownerships involved. There is insufficient evidence in the Plan as to how and when this site will start to deliver and how this will be phased into the delivery targets needed. We stress that there is provision in the Plan for a minimum allocation of land and an over allocation would be appropriate to make sure that delivery targets can be achieved in the Plan Period and to meet the needs for sustainable appropriate development.</p>	<p>Review delivery schedules and allocate other sites to make sure that the growth targets can be met.</p>	<p>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. 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.</p>
1907	Martin Herbert	Brown & Co	Edward Walpole Brown	DS8	<p>This indicates disjointed approach to achieving development proposed through the site contained in DS8. Process will be difficult to manage Inevitable major financial demands on providing infrastructure, significant delays in delivering site, infrastructure, housing and employment expected. Insufficient regard on this and delivery targets and the overall housing numbers provided for in the Plan. As</p>	<p>Allocate other sites to safeguard against lack of delivery.</p>	<p>Infrastructure delivery is being negotiated between key stakeholders. 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</p>

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					<p>identified in 4.60 on page 31, it is expected that this site will continue to be built out beyond the life of the Plan proposed (up to 2031). An objective assessment should be made of what this site could deliver and fed into DS3 and delivery targets to ensure sufficient housing land available in Plan Period. No evidence that exercise has been properly undertaken and what expected to run on beyond the end of Plan Period. Will be issues in delivering spine network road without an agreement between all landowners and/or Council exercising statutory powers to facilitate infrastructure. Inevitably disputes between landowners on cost of infrastructure is split, on how site delivered and when. Generally the policies and comments which follow through from 4.61 on page 32 through to 4.69 on page 33 of the Plan illustrate the uncertainties which prevailed onto this site.</p>		<p>LP54.116-140. Additional details will be finalised at the Planning Application stage. The housing trajectory identifies what quantity of housing each parcel of DS8 is expected to deliver and when. The Local Plan has allocated a sufficient number of sites which go beyond the plan period and include a buffer, reflective of national best practice.</p>
1917	George Percy	Sworders	Audrey and Graham Francis	DS8	<p>The landowner and developer have been in discussions although have failed to come to an agreement as the Landover is unable to secure a deal which would secure access to their property. As such a purchase cannot be made at present and the proposal is considered to be undeliverable. The landowner has had no input into the draft South</p>	<p>DS8 should only refer to land which is under the control of the developers. The plan should be varied or the developers should reach an agreement with the landowner.</p>	<p>Issues of land ownership fall outside of the planning system.</p>

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					West document, which could undermine any future compulsory purchase order.		
1918	George Percy	Sworders	Keith and Kathleen Wheeler	DS8	Clients have control of land within South West allocation and specifically relating to Policy DS9. Symmetry Park plan produced by another site promoter shows a link road across the clients land and through their bungalow. Therefore concerns about delivery.	DS9 should refer to a plan where the ownership is under the control of developers by varying the plan, developers engaging landowners or extending Policy DS8 allocation area across the clients land	Land ownership is a private matter outside of the Local Plan process. The site promoters of S W Rugby have made clear that there are no constraints to delivery of the spine road network.
1919	George Percy	Sworders	Mark Tobin	DS8	The developer has misrepresented the deliverability of the site and hasn't addressed how access could be achieved over the clients land. Proposed units are shown on land the client has a right of access over. The client and developer have been in discussions but no agreement has been reached as what the developer has offered would leave the clients property unsaleable due to a compromised right of access. As such this brings deliverability into question. The client has control over a significant element of the land yet has not been engaged in the development of the South West Rugby Masterplan- this has implications for compulsory purchase powers.	Varying the plan or the developer reaching an agreement with the client.	Land ownership falls outside of planning legislation.

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1921	George Percy	Sworders	Richard and Tina Brown	DS8	<p>The landowner and developer have been in discussions although have failed to come to an agreement as the Landover is unable to secure a deal which would secure access to their property. As such a purchase cannot be made at present and the proposal is considered undeliverable. The landowner has had no input into the South West Rugby Masterplan document, which has implications for any future compulsory purchase.</p>	<p>DS8 and the corresponding Urban Proposals Map should refer to land which is under the control of the developers ownership. Whilst the developer is not in full control of the land allocated in DS8 the LPA should consult with the landowners.</p>	<p>Issues of land ownership fall outside of Planning legislation.</p>

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1937	Sally Stroman	Smith Jenkins Ltd	Sally Stroman	DS8	<p>Policy DS8 is unsound as it is unjustified and ineffective. The separation buffer between Dunchurch and Rugby is negligible and will be ineffective at providing green infrastructure between Cawston Spinney and Cock Robin Wood. Sites S14/092: The site is referred to as 'green' but should be classified as 'red' given the adjoining woodland and wildlife site. The site would have transport issues with a detrimental impact on the Dunchurch crossroads-which was highlighted with planning application R13/2102 which was recommended for refusal. For consistency, the site access should be amended from amber to red. Both S14/092 and R13/2102 sit within an Air Quality Management Area and as existing nitrogen dioxide levels exceed acceptable levels, contrary to NPPF Paragraph 120. S14/102: Land to the West of the Rugby Urban Area might not lead to coalescence but developing land fronting Alwyn Road and the adjoining fields to the East would terminate the separation between Dunchurch and Rugby Town as it currently serves as a visual break which defines the character of the two areas and be detrimental on the landscaped character of the area.</p>	<p>Policy DS8 could potentially be made sound by increasing the size of the buffer between Dunchurch and Rugby and minimising development West of Cock Robin Wood.</p>	<p>D8 contains specific requirements regarding a buffer around Cawston Wood. Additional modification LP54.35 and LP54.43 require a woodland management plan to be contained within the SW Rugby SPD and to support planning applications.</p>

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1937	Sally Stroman	Smith Jenkins	Sally Stroman	DS8	The separation buffer between Dunchurch and Rugby is negligible on the proposed masterplan and will be ineffective in providing a green infrastructure network between Cawston Spinney and Cock Robin Wood. Our representation to the preferred options consultation raised several issues with the site selection process, which have been overlooked in the draft plan.	Policy DS8 could potentially be made sound by increasing the size of the buffer between Dunchurch and Rugby and minimising the amount of development immediately west of Cock Robin Wood.	DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1947	A.J. Stothard	NA	NA	DS8	<p>Concerns in relation to infrastructure around Dunchurch in terms of roads, schools and healthcare provision. The estimated need of 12,4000 dwellings is questionable.</p>		<p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. 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. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1947	A.J.Stothard	NA	NA	DS8	<p>The housing need over the next 15 years or so questionable. If a substantial proportion of these houses are to build local to Dunchurch will need to be a whole new approach to the total infrastructure. Not only traffic build up but schools and medical facilities. The local surgery is already overloaded. There must be an updated road structure approved together with schools, teaching posts, hospital services, social services and G.P.s in place prior to any substantial influx of new housing. Full account has not been taken on traffic through Dunchurch where pollution levels are already dangerously high and will go even higher. Concerned about industrial units sited by Dunchurch and the need for them when there are other sites already developed and where land is available for expansion. Concerns in relation to infrastructure around Dunchurch in terms of roads, schools and healthcare provision. The estimated need of 12,4000 dwellings is questionable.</p>		<p>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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1949	Ann Heuberger and Stephen Patton	NA	NA	DS8	Concerns the proposal will cause flooding, and congestion. Fields rear of Montague Road serve to absorb flood water and are used for grazing animals. Concern that air and noise pollution would worsen. Existing infrastructure would be over-capacity. Letter published on this topic on 4th February 2016 in the Rugby Advertiser		DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1949	Steve Patton and Anne Heuberger	NA	NA	DS8	Development will lead to more traffic and flooding if the field behind Montague Road are used to build houses. Already flooding issues. Object to housing and relief road behind Montague rd.	Fields beyond Montague Road need to remain as they are now. Development will increase flooding, water, air quality, traffic issues. Existing community facilities are already busy and development will increase demand further	DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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. 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).

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1950	Andrew Larque	NA	NA	DS8	<p>Concern that new infrastructure is recurred for development yet none will be delivered until 30% of houses are built. Concern in relation to if a planning application for warehousing units is brought forward early in the plan period owing to the congestion, pollution and road safety implications of the development for Dunchurch and the Coventry Road. The 1,840 parking spaces proposed are triple that of Eliot's Field, which struggles. Traffic modelling is inaccurate, ill-measured and poorly-modelled. DS8 contravenes NPPF paragraphs 30 and 124 (air quality). DS8 would affect public footpaths, ancient woodlands and risks coalescence with Coventry. DS* contravenes NPPF Paragraph 17 (contributing to conserving and enhancing the natural environment and reduce pollution). Insufficient justification for taking part of Coventry's housing allocation-housing and employment allocations appear to be over-estimates. Brownfield sites should be utilised. Warehousing inappropriate and at risk of mechanisation. DS8 contravenes NPPF Paragraph 14 (objectively assessed needs).</p>	<p>Remove warehousing from the local plan and revise local plan housing figures</p>	<p>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. 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. 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. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1950	Andy Larque	NA	NA	DS8	<p>The local traffic plan is poorly modelled. Out of date models have been used and case studies are likely inaccurate and ill-measured. Employment site will have an impact on Coventry road and is not well located to the town centre, railway station and buses. Believe the local plan fails to meet the standard of National Planning Policy Framework (NPPF) paragraph 30 on reducing traffic congestion and paragraph 124 on air quality. Removes countryside which is used for running, walking, public footpaths, farming and access to woodlands, wildlife and impact on the setting of Thurlaston Conservation Area. The plans also do not 'contribute to conserving and enhancing the natural environment and reduce pollution' as per paragraph 17 of the NPPF. Questions why Rugby has taken the unmet need from CCC. Questions why the plan allocated so much warehousing and what will the impacts be of technology and Brexit. The development of health centres, schools, etc. also have little thought and will come only after the house building process which is also a concern as it is already a struggled to access them due to oversubscription. The area also lacks in local amenities. Paragraph 14 of the NPPF says 'Local Plans should meet</p>		<p>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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					objectively assessed needs, with sufficient flexibility to adapt to rapid change' however this is clearly not the case. no plan B should employment demand or net migration be lower than expected		
1952	A Morris	NA	NA	DS8	Draft policy DS8 is unjustified. Greater consideration should be given to accelerating the development of brownfield sites before committing such a vast amount of countryside to housing. It does not comply with paragraphs 57,58,69,70,73,74 and should be dropped from the local plan	Delete Policy DS8	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.
1952	Arron Morris	NA	NA	DS8	DS8 is unjustified; redevelopment of brownfield land should be accelerated. DS8 contravenes NPPF Paragraphs 57,58,69,70,73,74	Remove Policy DS8	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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1953	A Oughton	NA	NA	DS8	<p>Believe the ds8 area has used the old railway line as one of its boundaries.. Own land down most of this boundary. And only heard about the proposal through the paper and should have been informed before due to impact. Considers that small business units should be developed as opposed to distribution where workers will be travelling in putting extra strain on services. Due to Brexit I believe the figures for the number of people who will need housing over the next few decades is wrong. Brexit has not been considered. -I believe brownfield sites should be fully exploited before destroying the beautiful countryside that we all enjoy</p>	<p>To make the plan sound much more transparency is needed. A much longer consultation period, people like myself that will be on the front line of this development need to be taken into consideration rather than ignored. Sites that already exist need to be fully exploited first. for example, the radio masts site that is still no way near developed and for employment area the huge Royton site that still has large areas yet to be developed. Surely Coventry and rugby council can work together to share this land</p>	<p>Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1953	Andrew Oughton	NA	NA	DS8	Respondent owns land up to the boundary of the South West allocation yet has no contact with the RBC and learned of the proposals via the local paper. The proposed warehousing allocation would make property unsaleable owing to large floodlit buildings and 24 hour HGV traffic. Large warehousing will not help small businesses- nay smaller units would. Lack of information and transparency around the local plan process. Brownfield land and the impact of Brexit has not been considered.	Longer consultation period. No further development until the former Rugby Radio Station Mast site and former Peugeot site at Ryton have been developed	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. Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.
1954	Anna Shrimpton	NA	NA	DS8	DS8 is unjustified. I agree with Daventry County Council that greater Consideration should be given accelerating the development of brownfields sites before committing so much countryside to housing. Therefore the local plan should be improved by dropping this policy.		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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1954	Anna Shrimpton	NA	NA	DS8	DS8 is unjustified. Agreement with Daventry District Council that greater weight should be given to brownfield sites.	Remove DS8	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. 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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1955	Alex Winton	NA	NA	DS8	Impact of additional traffic on road infrastructure, especially Rugby Road, Dunchurch. No high-skilled employment allocated. DS8 contravenes NPPF Paragraph 21 as only warehousing provision is allocated. Destruction of hedgerows, trees, grazing land and loss of wildlife contravenes NPPF Paragraphs 109, 114-119. Rugby's gyratory system and Dunchurch Crossroads already violates air quality standards, contravenes Paragraph 30 (congestion) and paragraph 124 (air quality).		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. 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. The gyratory system was assessed as part of the STA; Warwickshire County Council have not identified the gyratory as a constraint on development.
1955	Alex Winton	NA	NA	DS8	<ul style="list-style-type: none"> • NPPF 21 is not met as only warehousing is planned for. No other business is catered for or considered in the plan. In addition the area required for warehousing has been 		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.

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					<p>revised down yet the plan is still based on the original very high figure. A failure to update as per NPPF 17.</p> <ul style="list-style-type: none"> • The destruction of hedgerows, ancient trees and grazing land would mean losing wildlife and the enclosure of Cawston woods is unjustified and not in keeping with NPPF 109, 114-119. • The Gyratory and the Dunchurch Crossroads already fail to meet current Air Quality Limits and with the increased traffic from the proposed plan this will only get worse and therefore I believe that draft policy DS8 is unsound as it is inconsistent with national planning policy. It fails to meet the standard of National Policy Planning Framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality. • The plan offers no positive benefits to Rugby, its inhabitants or future citizens; only negative consequences in terms of overstretched infrastructure, inadequate road provision due to out of date traffic modelling and the destruction of farmland. 		<p>Employment mix is informed by the Employment studies contained within the evidence base. The Coton Park East employment allocation allows for a range of employment uses. 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 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>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1956	Andrew Arnott	NA	NA	DS8	<p>Concerns in relation to existing congestion issues in Dunchurch and the potential effect of future development. DS8 not compliant with NPPF Paragraph 30 (reducing congestion) and 124 (air quality). DS8 is unjustified as it concerns a greenfield site when there are brownfield sites that should be used. RBCs projections are unreliable.</p>	Policy DS8 should be removed	<p>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. 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. 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. The SHMA has been produced consistent to the</p>

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							<p>requirements of the NPPF and NPPG and has been found sound by the Inspectors of the Warwick and Coventry Local plans EIPs. The achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.</p>
1956	Andrew Arnott	NA	NA	DS8	<p>The level of traffic using Dunchurch cross roads is currently too high and the addition of the number of homes and businesses proposed will make the situation substantially worse. DS8 fails to meet the standard of National Planning Policy Framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality. Brownfield sites in the area that should be used prior to taking more Greenfield locations. I believe draft policy DS8 is unjustified. Agree with Daventry District Council that greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing. yet to be convinced that this level of development is even required, let alone sustainable</p>	<p>. Therefore the local plan should be improved by dropping this policy</p>	<p>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. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework</p>

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							<p>masterplan and adhered to in subsequent planning applications. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.</p>
1957	Andrew Beaton	NA	NA	DS8	<p>The additional traffic generated by DS8 would affect the health and wellbeing of residents of Coventry Road. Traffic speed surveys should be undertaken, especially in light of a recent fatal Road Traffic Accident. DS8 contravenes NPPF Paragraph 30 and Paragraph 124 on air quality and pollution.</p>	<p>The Local Plan should be dropped completely or Policy DS8 revised</p>	<p>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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1957	Andrew Beaton	NA	NA	DS8	<p>Considers that draft policy DS8 is unsound as it is inconsistent with national planning policy. It fails to meet the standard of National Planning Policy framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality and pollution. Therefore the local plan should be dropped completely or significantly revised for policy DS8.</p>		<p>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.</p>

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1957	Andrew Beaton	NA	NA	DS8	<p>Policy DS8 will significantly affect the health and wellbeing of all the residents of Coventry Road (B4642). Already significant development in the area and the addition of 5,000 dwellings will cause unfathomable disruption and pollution to the local area, increasing vehicle load significantly on an already dangerous piece of road. Concerns about the speed of traffic and accidents. DS8 fails to meet the standard of National Planning Policy framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality and pollution.</p>	<p>Therefore the local plan should be dropped completely or significantly revised for policy DS8.</p>	<p>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. 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>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1957	Andrew Beaton	NA	NA	DS8	<p>The additional traffic generated by DS8 would affect the health and wellbeing of residents of Coventry Road. Traffic speed surveys should be undertaken, especially in light of a recent fatal Road Traffic Accident. DS8 contravenes NPPF Paragraph 30 and Paragraph 124 on air quality and pollution.</p>	<p>The Local Plan should be dropped completely or Policy DS8 revised</p>	<p>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. 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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1958	Alex Brammar	NA	NA	DS8	Policy DS8 is unjustified due to the loss of countryside. Agreement with Daventry District Council that brownfield development should be prioritised.	Policy DS8 should be removed	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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.
1958	Alex Brammar	NA	NA	DS8	I believe draft policy DS8 is unjustified. I agree with Daventry District Council that greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing.	Therefore the local plan should be improved by dropping this policy	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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.

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1959	Aileen Brown	NA	NA	DS8	<p>Policy DS8 does not comply with NPPF Par. 124 in that it will increase the number of vehicles in Dunchurch thus increasing the already very high pollution levels at the Dun Cow crossroads. The new spine road will only remove the one third of traffic going to Coventry: the remaining two thirds going to Southam or Daventry will increase. Policy DS8 is not consistent with NPPF Par. 112 in that it would use agricultural land.</p>	Delete Policy DS8	<p>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. 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.</p>

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1960	Adam Davies	NA	NA	DS8	<p>Concerns in relation to the SHMA- the impartiality of the consultants is questioned, as they allegedly worked on behalf of a developer looking to promote the development of 600 new dwellings whilst working on the South West allocation. In the SHMA, projections are treated as forecasts. Despite further need being uncertain, the SHMA has gone with a high housing numbers and uses tenuous links between housing and employment. The MoU has no details as to why Coventry cannot accommodate its need , why Rugby must take 2,800 dwellings and is based on flawed data. Questions deliverability as to meet target would require a 55% increase in delivery. Infrastructure plan insufficient,. DS8 would result in Coalescence between Rugby, Cawston and Dunchurch with loss of agricultural land. The development is the size of a small town yet has poor links to the town centre. It is of concern that the new link road detailed in the strategic transport assessment would not be completed until after 1,500 dwellings were built.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City’s unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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							<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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.</p>

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1960	Adam Davies	NA	NA	DS8	<p>Disagree with the SHMA with it not taking account of Brexit and the consultants who undertook the assessment are not independent. Unclear why Rugby is meeting CCC need no demonstration that they cannot accommodate the houses. Housing trajectory is not achievable. IDP has no costs for transport mitigation and no school/ gap numbers. Development of SW will result in urban sprawl, situated in an area with poor links to the town centre and transport connections, will not be sustainable. South West Link Road will not be provided until 1500 dwellings this is too late with air quality issues in Dunchurch.</p>		<p>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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. WCC Education and Highways, UHCW and CCG, and Highways England have all been fully engaged in development of the Local Plan and</p>

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							<p>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. 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.</p>
1961	Alan Fletcher	NA	NA	DS8	<p>DS8 is unjustified and entirely inappropriate. It contemplates committing a vast amount of countryside to housing before proper consideration has been given to accelerating the development of brownfield sites. Just stop and think about where this countryside sits in the history of the UK - and that is not only about those glorious references in Tom Brown's Schooldays (one of the greatest of all English novels). Surely the draft policy does not comply with large sections of the National Planning Framework - especially paragraphs 57,58,69,70,73 and 74</p>	<p>The change which is necessary is the deletion of policy DS8</p>	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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1962	Anne Gilbert	NA	NA	DS8	<p>Dunchurch Crossroads suffers from congestion and air pollution, the infrastructure plan is vague, coalescence between Cawston, Dunchurch and Rugby with poor transport links to town centre. The proposed distribution employment allocation to the South West would be damaging for Thurlaston and Dunchurch.</p>	<p>A robust infrastructure plan is required.</p>	<p>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.DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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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1962	Anne Gilbert	NA	NA	DS8	<p>The Local Plan shows a requirement for 5,000 homes to be built in Dunchurch area. The infrastructure plan for this scale of development is vague. It has always been understood that the Rugby Borough's preferred development was the mast site. The proposal for these 5,000 homes will destroy the open land between Rugby, Dunchurch and Cawston. The huge development proposed off the Daventry Road, equal to the size of a small town is in an area with poor links to the town centre and any transport connections. This will put untold pressure on the centre of Dunchurch and cannot be considered sustainable. Then there is a further proposal for a "Symmetry Park" off the Coventry Road, opposite the Thurlaston turn with a 1,860,000 sqft. Of logistics floor space and 1,400 new homes and parking for 1,840 cars. This will have severe repercussions on Thurlaston village and again untold damage to Dunchurch village.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. SW Rugby has not been formally adopted so any speculatively proposed development falls outside the Local Plan process.</p>

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1963	Anthony Goodger	NA	NA	DS8	DS8 proposed to build on agricultural land unnecessarily, contravening NPPF Paragraph 112,- brownfield land should be considered first. DS8 does not comply with NPPF Paragraphs: 57,58,69,70,73,and 74. DS8 is a threat to open spaces and is detrimental to birds, mammals, invertebrates and plants contrary to paragraphs 114-119 of the NPPF.	Remove DS8	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. WCC Ecology have been fully engaged throughout the development of the plan and further ecological assessment would be undertaken during the planning application phase with any necessary mitigation measures implemented.
1963	Anthony Goodger	NA	NA	DS8	Policy DS8 needlessly takes agricultural land contrary to the paragraph 112 of the National Planning Policy Framework(NPPF). I believe the draft policy DS8 is unjustified. Greater consideration should be given to accelerating the development of brownfield sites before committing such a vast amount of countryside to housing. It does not comply with paragraphs 57,58,69,70,73,74 of the NPPF and should be dropped from the local plan. Policy DS8 is a threat to open spaces contrary to paragraphs 57,58,69,70,73,74 of the NPPF. Policy DS8 is bad for birds, mammals, invertebrates and plants contrary to paragraphs 114-119 of the NPPF.	Delete Policy DS8.	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. WCC Ecology have been fully engaged throughout the development of the plan and further ecological assessment would be undertaken during the planning application phase with any necessary mitigation measures implemented.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1964	Anne Graham	NA	NA	DS8	The author of the housing report is not independent and the forecast of new dwellings need contravenes government policy. Concern that traffic congestion would be exacerbated and its air pollution implications.	No residential development should be considered until an infrastructure plan is finalised	Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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.
1964	Anne Graham	NA	NA	DS8	Believe the housing report compiler is not independent and the forecast for the number of dwellings is not to	There is already land available at the old radio mast site where	Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market

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					<p>Government policy. Dunchurch crossroads cannot cope now with the level of traffic, although a link road is proposed I can see no provision for Southam Road where I live. Currently it is hard to leave our property at rush hour times so if 5000 homes are given the go ahead it can only make it many times worse. The pollution levels are already amongst the highest in the area.</p>	<p>development should be encouraged. Until adequate proposals to solve the traffic/pollution problem in Dunchurch are produced I don't see how a housing development can be considered.</p>	<p>Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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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1965	Amy Green	NA	NA	DS8	<p>Policy DS8 should be removed from the Plan as it is inconsistent with national planning policy. In particular, it fails to meet the standard of National Planning Policy Framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality. Therefore, the local plan should be improved by dropping this policy.</p>		<p>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. 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>
1967	Andrew Henning	NA	NA	DS8	<p>Traffic modelling is out-dated, damage to rural amenity without adequate consideration of other options, plan does not reflect needs of Rugby as it is geared towards</p>	<p>Rugby should develop in a sustainable manner with highly skilled employment provision</p>	<p>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</p>

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					<p>developers, plan contravenes NPPF as it goes beyond objectively assessed need, does not flexible enough to take into account the possible impact of Brexit on immigration, no regard for conservation, pollution or the wider environment. The South West employment allocation will generate large HGV traffic, increase flooding, will not produce many jobs due to warehouse automation, warehouses are out of character with the landscape, no proven need for warehousing given warehousing to the North, warehousing only provides low pay, low skill jobs which contradicts Rugby's engineering heritage, DS8 contradicts the South West Masterplan as it describes the rural character of the area then goes on to assign it for development,</p>		<p>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 suggest that the road will not be delivered. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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.</p>

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1967	Andrew Henning	NA	NA	DS8	<p>Plan based on out of date modelling and STA has been used to fit the proposal. Plan does not reflect the needs of Rugby. The destruction of rural amenity before other opportunities have been exhausted. Not consistent with the NPPF with it exceeding the OAN; no flexibility to take account of Brexit; no regard to reducing pollution, conservation area and environment. Employment allocation at SW Rugby object to as a result of increased traffic, increased flooding, few jobs will be created, landscape and wildlife impacts, more suitable logistics park located to the north of Rugby, no proven need for logistics in the SW Rugby and it would be better to have engineering jobs more in keeping with the history of rugby.</p>		<p>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. 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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</p>

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							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.
1969	Anthony Whitehouse	NA	NA	DS8	DS8 conflicts with paragraph 112 of the National Planning Policy framework as it takes in agricultural land	DS8 and DS10 Scrapped	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.
1970	Adam Sheridan	NA	NA	DS8	Draft policy DS8 is unsound as it is inconsistent with national planning policy. In particular it fails to meet the standard of National Planning Policy Framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality. Infrastructure needs to be in place before any new homes or employment land. Greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing.	Drop policy DS8	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. 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.

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1971	Adrian Cannell	NA	NA	DS8	<p>Plan does not take account of Brexit. SW Rugby development will lead to a massive increase in localised traffic with what seems like very little provision for mitigating this. The link road will become saturated with the new development which could result in impacts on residential roads. Without central government commitments to fund large scale road improvements around Rugby then this plan in its present format is just not sustainable and is based on flawed modelling projections so should at best be put on hold until we know more about the effects of Brexit on population forecasts.</p>		<p>Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. 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 suggest that the road will not be delivered. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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1972	Alan Webb	NA	NA	DS8	<p>Dunchurch already suffers from significant traffic congestion and pollution which exceeds EU limits. Homes along the Southam Road already suffer damage as a result of excess traffic. Plans must be made to protect existing villagers in advance of any further building approval. Village communities are key to the continued success and ethos of the Rugby area continuing into the 21st century. Infrastructure of viable roads, school provision, GP services and hospitals must be planned for and met for existing population before it is allowed to grow further.</p>	<p>Conflict of interest in the plans between WCC also being the Highways Authority also needs to be resolved as do GL Hearn Consultants who also work for the developers! Is this truly an independent plan?</p>	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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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1972	Alan Webb	NA	NA	DS8	<p>Dunchurch already suffers from significant traffic congestion and pollution which exceeds EU limits. Homes along the Southam Road already suffer damage as a result of excess traffic. Plans must be made to protect existing villagers in advance of any further building approval. Village communities are key to the continued success and ethos of the Rugby area continuing into the 21st century. Infrastructure of viable roads, school provision, GP services and hospitals must be planned for and met for existing population before it is allowed to grow further.</p>	<p>Conflict of interest in the plans between WCC also being the Highways Authority also needs to be resolved as do GL Hearn Consultants who also work for the developers! Is this truly an independent plan?</p>	<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>
1974	Allan Allcott	NA	NA	DS8	<p>SW Rugby is unsustainable new road will not prevent traffic travelling to Southam and Daventry and there will still be a bottleneck. Dunchurch Road and Bilton Road are also overused now with those needing to access the town centre, the M6, A14 or M1 and now that most of the out of town shopping is located in one</p>		<p>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</p>

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					<p>area on the other side of town from here creates great pressure at the moment. It is actually easier to drive to Leamington or Coventry at the moment to access shopping facilities so this would adversely strike at the economic heart of the town more than it does now. There will be a loss of countryside and brownfield sites should be exhausted first. There has been increased local flooding as a result of Cawston Grange and Cawston House Village Complex, this could be impacted further by the SW rugby allocation.</p>		<p>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. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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1976	Andrew Firth	NA	NA	DS8	<p>The national policies outline a need for there to be no significant adverse effects to air quality, traffic or health. AQMA within Rugby Town and in 2014 two monitoring locations exceeded the annual mean NO2 objective, these were at the Dun Cow, Dunchurch, and the Webb Ellis Pub, Corporation Street.' An extra 12,000 homes all of which will have a significant impact on the number of cars using Dunchurch and its main roads particularly the dreaded Rugby Road will increase this issue further leading to clearly unacceptable levels of pollution for anyone living in this area.</p> <p>Countryside to the southwest of Rugby also out towards Leamington Hastings will increase the above issue as well as destroy the quality of life in this area. Plan will destroys the identity of a historical and beautiful village of Dunchurch. The plan does not go far enough in the north of Rugby near the motorway links which make sense for more houses to be near rather than sending vast numbers of traffic through the town to access it. Clearly the centre of the town also has further opportunity not realised in this plan which takes the easy but not the right choice.</p>	<p>This plan needs to discontinue the use of the southwest of Rugby including destroying Dunchurch and centre its plan on the North of the town where there are already better road links.</p>	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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1982	Martin Dakin	NA	NA	DS8	<p>Objection to proposed South West corridor. M45 does not allow traffic to join the M1 to go North, so traffic goes through Rugby. Expansion of Ryton, Siskin Drive and Magna Park preferable to warehousing in the South West. Concern in relation to loss of landscape and woodland- the former Rugby Radio Station Radio Mast site is a preferable development site. Concern about congestion at Dunchurch crossroads and the town centre gyratory system. DS8 contravenes NPPF paragraph 30 (air pollution) and 124 (air quality). Building roads after construction has started on housing impractical. Contravention of NPPF 30,34,37,95,120 and 124. Data for DS8 questionable and outdated. Building warehouses within 300 metres of the Thurlaston Conservation Area contravenes NPPF Paragraphs 17 and 58.</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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1983	Marlene Dean	NA	NA	DS8	<p>DS8 contravenes NPPF on traffic congestion and air quality. Dunchurch Crossroads exceeds air quality standards, which Lodge Farm and the South West corridor would exacerbate. Historical significance of Dunchurch- mentioned in Doomsday Book, connection to Guy Fawkes and Gunpowder Plot. Proposed spine road will create light, noise and air pollution in previous greenbelt land. Concern as to why Coventry cannot meet its own housing need. Additional secondary schooling required to the North of the town given three existing secondary schools to the South. Housing figures exaggerated as Local Authority has vested interest in growth (for extra funding), government projections have been treated as forecasts and Brexit has not been taken into account.</p>	Remove Policy DS8	<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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1990	Michelle McGuire	NA	NA	DS8	Proposed housing numbers for the South West corridor will result in a loss of green space and local wildlife. Agreement with Daventry District Council that greater emphasis should be given to delivery of housing development on brownfield sites.		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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. WCC Ecology have been fully engaged throughout the development of the plan and further ecological assessment would be undertaken during the planning application phase with any necessary mitigation measures identified.
1996	Mark Atkin	NA	NA	DS8	Concern in relation to traffic congestion, lack of community facilities proposed, detrimental to wildlife and ignores local history.	Remove DS8	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 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

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							<p>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. WCC Ecology have been fully engaged throughout the development of the plan and further ecological assessment would be undertaken during the planning application phase with any necessary mitigation measures identified.</p>
1997	Matt Crossin	NA	NA	DS8	<p>DS8 is unjustified as it needlessly proposes to use agricultural land, contrary to NPPF Paragraph 112. Greater emphasis should be given to accelerating the delivery of brownfield sites.</p>	Delete Policy DS8	<p>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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

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1998	Matthew Farnell	NA	NA	DS8	Concerns in relation to traffic congestion, insufficient social housing, no provision for horse riders, ecological impact	Cancel DS8	<p>Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>

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1999	Mark Harris	NA	NA	DS8	DS8 unjustified. Agreement with Daventry District Council that greater consideration should be given to accelerating the development of brownfield site. Conflicts with NPPF Paragraph 12 as it needlessly proposes to use agricultural land.	Remove DS8	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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.
2002	Martin Oxborough	NA	NA	DS8	Policy DS8 conflicts with Paragraph 112 of the National Planning Policy Framework, as this policy needlessly takes agricultural land.	Remove Policy DS8	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.
2003	Michael Whittaker	NA	NA	DS8	Policy DS8 conflicts with Paragraph 112 of the National Planning Policy Framework as it needlessly takes agricultural land.	Remove Policy DS8	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.
2005	Marie Thomas	NA	NA	DS8	South West Corridor proposal is excessive. Dunchurch Road, Bilton Road, Ashlawn Road, Rugby Road, Coventry Road and gyratory system already suffer from traffic congestion. Highway safety issues with school parking around Rugby High School- which development will exacerbate. Concerns in relation to air quality and public health problems arising from increased congestion. Insufficient employment		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 support the additional housing. Existing allocation at former Rugby Radio Station should address housing allocation. I believe the draft policy DS8 is unsound as it is inconsistent with national planning policy. In particular it fails to meet the standard of National Planning Policy Framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality.</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). Potential impacts of proposed development on wider road network has been assessed as part of the STA. 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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

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2007	Mark Lambert	NA	NA	DS8	<p>Agreement with Daventry District Council that brownfield development should be accelerated. The South West development conflicts with paragraph 112 of the National Planning Policy Framework as it needlessly takes agricultural land. The South West will create heavy traffic flow. M45 junction south of Dunchurch should be developed to direct traffic in South East Rugby to the M45.</p>		<p>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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. 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 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).</p>

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2013	Michael Graham	NA	NA	DS8	Concerns in relation to the impartiality of the consultants, number of dwellings forecast not being in line with government policy and would have a severe impact at Dunchurch crossroads. Proposed link road would not alleviate congestion at Southam Road.	Develop the former Rugby Radio Station Mast site	Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

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2016	Mr & Mrs E L Evans	NA	NA	DS8	<p>DS8 phase of the plans is very destructive of the green areas bordered by Cawston Road out of Rugby and Alwyn Road. The recreation use for walkers, dog walkers, and those who enjoy the open spaces is huge, and should not be destroyed. The 30m buffer is not sufficient to sustain the woods or to maintain the character of the woods, leave a lone conserving the wildlife. The proposed green corridor between Cock Robin Wood and Cawston Spinney is not good enough. There is a very thin line of green from Cock Robin Wood along the length of Dunchurch Road, which is really not good enough, but even then that is divided by the proposed East West link road. There must also be a Green Corridor link from Cawston Spinney to the disused railway line running to Birdingbury.</p>		<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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 before that the road will not be delivered.</p>

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2216	Pat Cole	Stand Against Ashlawn Road	NA	DS8	<p>Its inclusion is not required for the Borough Council to meet the housing targets it has set itself in the period to 2031. The land is not contiguous with the rest of the land allocated as the South West Rugby (SWR) allocation and this makes master-planning for the SWR site even more difficult than it would otherwise be. Developing this site will put particular pressure on the Gyratory, Dunchurch Cross Roads, the Barby Road/Ashlawn Road junctions and the Ashlawn Road/Hillmorton Road junctions and would result in residential streets such as Bawnmore Road and Percival Road being used as “rat-runs”. Developing this site is likely to add to the difficulties Rugby Borough Council has in managing its air quality and lead to NO2 concentrations in residential areas exceeding 40 micrograms per cubic metre. The site is distant from most of Rugby Borough Council’s provision for open spaces and resolving this issue would be economically burdensome making this land less attractive for development. The site is not well served for primary health care and resolving this issue would be economically burdensome making this land less attractive for development. Providing a sustainable transport link to the rest</p>		<p>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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The delivery of the South West spine road is a necessity</p>

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					<p>of the South West Rugby site will be costly making this land less attractive for development. The land is prone to surface water flooding and resolving this issue would be economically burdensome making this land less attractive for development.</p>		<p>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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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2216	Pat Cole	Stand Against Ashlawn Road	NA	DS8	<p>Its inclusion is not required for the Borough Council to meet the housing targets it has set itself in the period to 2031. The land is not contiguous with the rest of the land allocated as the South West Rugby (SWR) allocation and this makes master-planning for the SWR site even more difficult than it would otherwise be. Developing this site will put particular pressure on the Gyrary, Dunchurch Cross Roads, the Barby Road/Ashlawn Road junctions and the Ashlawn Road/Hillmorton Road junctions and would result in residential streets such as Bawnmore Road and Percival Road being used as “rat-runs”. Developing this site is likely to add to the difficulties Rugby Borough Council has in managing its air quality and lead to NO2 concentrations in residential areas exceeding 40 micrograms per cubic metre. The site is distant from most of Rugby Borough Council’s provision for open spaces and resolving this issue would be economically burdensome making this land less attractive for development. The site is not well served for primary health care and resolving this issue would be economically burdensome making this land less attractive for development. Providing a sustainable transport link to the rest</p>		<p>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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The delivery of the South West spine road is a necessity</p>

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					<p>of the South West Rugby site will be costly making this land less attractive for development. The land is prone to surface water flooding and resolving this issue would be economically burdensome making this land less attractive for development.</p>		<p>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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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2018	Geoffrey and Patricia Fifield	NA	NA	DS8	Respondent volunteers with woodland management group at Cock Robin Wood; objection on basis of policy DS8 not complying with NPPF Paragraphs 114-119, Cock Robin Wood will lose its biodiversity value unless wildlife corridors are built in several directions up to open countryside, cutting the wood off from nearby green spaces will have a detrimental impact on amphibians, bats and larger mammals such as hedgehog, badger etc.		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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. WCC Ecology have been fully engaged throughout the plan making process with further assessment and any mitigation measures to be finalised during the Planning Application stage.

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2020	Mrs E J & Mr R Larque	NA	NA	DS8	<p>We feel that any development does need to fit in with local housing needs and be in keeping with the area. This does not appear to be the case here. Possibly, the best solution should be to build on any remaining brownfield land, or land within the areas originally intended e.g. Coventry. The traffic along the Coventry Road is a particular concern for us. We are deeply worried that the increased traffic, pollution and type of vehicle would impact adversely, the noise during the construction phase would be detrimental. In paragraph 17 of the NPPF, it says 'planning should be genuinely plan-led, empowering local people to shape their surroundings'. As frequent visitors, we have not seen anything in the area to inform us of this plan.</p>		<p>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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>

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2023	John Steele	NA	NA	DS8	<p>Concern in relation to the impartiality of the consultants; population projections have been treated as forecasts contrary to government policy; pollution levels at Dunchurch crossroads exceed EU limits which the proposed development would exacerbate; the development is equivalent in size to a small town with the corresponding effect on infrastructure; DIRFT should be accommodating the additional industrial units proposed; coalescence between Dunchurch and Rugby</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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2024	Lisa Henden	NA	NA	DS8	<p>There is no longer a need for more housing, Brexit has done we are seeing pupils leaving school to return to European countries already. There are also a number of other sites with permission not being used as they are simply not as lucrative for the developers -The land on these sites like the masts is wasted land, you are proposing building on beautiful countryside with wildlife simply to make money. I expect the new development will also bring with it more pollution, Dunchurch is already polluted, the new development and the pollution it brings could well have more blood on its hands!</p>		<p>Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>
2026	Natalie Adams	NA	NA	DS8	<p>Policy DS8 needlessly takes agricultural land contrary to paragraph 112 of the National Planning Policy Framework</p>		<p>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.</p>
2027	Nicola Bennett	NA	NA	DS8	<p>DS8 will result in loss of amenity in terms of loss of recreational space; increased traffic will affect the centre of Dunchurch in terms of increased air pollution contrary to NPPF Paragraph 30 on reducing congestion and Paragraph 124 on air quality. Agreement with Daventry District Council about the need to accelerate development of</p>	<p>Remove Policy's DS8 and DS10</p>	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. The</p>

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					brownfield sites.		<p>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. 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).Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

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2028	Nicola Draper	NA	NA	DS8	Insufficient attention has been paid to the housing development as in Para 56. In Particular to make a new development compatible with the existing houses. Houses should not exceed 2 storey's. Change Policy DS8 to specify the maximum appropriate height for housing close to the existing built up area.		Heights of dwelling are determined during the Planning application process.
2030	Nigel Gledhill	NA	NA	DS8	Draft policy DS8 is unsound as it is inconsistent with national planning policy. In particular it fails to meet the standard of National Planning Policy Framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality.	DS8 should be dropped	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 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).

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2031	Nick Goodwin	NA	NA	DS8	<p>NPPF Paragraph 32 states that a transport statement is required. Rugby Gateway and Radio Station sites have yet to be developed so their impact so their impact cannot yet be used to calibrate the effect of further development. The Vectos Draft Strategic Transport Assessment is reliant on 2011 projections of a development which has yet to take effect. Due to the potential effect on the Ashlawn Road development the justification for acceptable mitigation is inadequately supported.</p>	<p>In order to ensure compliance with NPPF section 17 more effort should be made to ensure traffic flows are smoother and emissions caused by traffic delays are minimised.</p>	<p>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 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).</p>

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2033	Nicholas Jones	NA	NA	DS8	<p>G. L. Hearn cannot be considered as impartial or objective so therefore this assessment is fundamentally unsound. Population projections have been treated as forecasts within the SHMA which again is contrary to government policy, no attention has been given to future economic conditions including any impact from Brexit on future housing needs. The SHMA has opted for a comparatively high level of housing requirements despite recognising that there is a high degree of uncertainty as to future housing need. The SHMA has also taken a naive approach to links between people and jobs resulting in poor judgements with regard to commuting. Housing and employment needs from adjacent authorities should only be considered. The Mou offers no reason as to why Coventry cannot meet its housing needs or why Rugby should take 2,800 dwellings on their behalf. Therefore, the Rugby Local Plan is unsound in its assumptions on housing need. Policy DS1 states that a figure of 12,400 dwellings are needed by 2031 and has been decided on without adequate consideration of Government policy. The infrastructure plan for the provision of housing numbers anticipated is, to</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the</p>

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					<p>say the least, vague with a number of uncosted transport proposals together with a presumption that developers will pay for not only transport needs but schools and health provision no information on the number of schools or GP surgeries required is given. Of particular concern is Dunchurch cross roads, whilst the construction of a South West Link Road is welcomed the scale of relief within the centre of Dunchurch is in doubt. With this junction already running significantly over capacity and air quality pollution levels at dangerous levels. The proposal for up to 5,000 homes in the South West Rugby location will almost totally destroy the open land between Rugby, Dunchurch and Cawston and despite the fuzzy promises of buffers to protect the land from the urban sprawl The Rugby Master Plan SPD demonstrates that little thought has been given to the implementation of such a proposal. The mammoth development equal to the size of a small town is to be situated in an area with poor links to the town centre and transport connections. Although it is anticipated that good public transport links will be provided it is predictable that journeys to and from the location will be car dominated and therefore</p>		<p>evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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</p>

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					<p>not sustainable. The plan does not justify why provision needs to be made on a greenfield site to locate 1500 dwellings. The Strategic Transport Assessment [STA] demonstrates that the Local Plan does not fully account for the transport impact arising from the proposed Lodge Farm allocation..</p>		<p>would suggested that the road will not be delivered. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>
2035	Nicola Keers	NA	NA	DS8	<p>I believe the DS8 draft proposal is unsound as it is inconsistent with the NPPF. It does not offer a sustainable housing development solution particularly in the key areas shown below: NPPF Para 7 “ Proposal DS8 does not provide an environmental role in contributing, protecting or enhancing our natural environment. Nor will it improve biodiversity or demonstrate prudent use of resources. It will also hinder any</p>	<p>Due to the points of inconsistency with the National Planning Policy Framework above, I believe the Rugby local plan should be improved by dropping the DS8 [and also the DS9] draft proposals.</p>	<p>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. 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</p>

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					<p>ability to adapt to climate change as mitigation options will be permanently destroyed. NPPF Paragraph 9 “ (2nd bullet) The proposal will also destroy any chance of moving from a net loss of bio-diversity to achieving net gains for nature NPPF Paragraph 34, 35, 37 “ With no apparent balance of land uses offered, the DS8 proposal will create significant movement of people as there are no significant local employers in the area. The plan does not appear to have investigated any opportunities for incorporating sustainable modes of transport. Indeed, the DS9 proposal appears to deliver a new road without first investigating other more sustainable opportunities. NPPF Paragraph 99, 100 “ As stated above, the DS8 draft local plan does not appear to take account of climate change over the longer term. The field directly behind Montague Road is often flooded at times of heavy rain. The field acts as a natural soak-away, protecting existing houses on Montague Road. However, the plan proposes to build houses on this land. As more green areas are developed, the surface water issue is highly likely to get worse in the future. The NPPF states that local plans should be: safeguarding land from development that is required</p>		<p>local plan growth is contained in policies and the IDP which is a live document and has been updated at modifications LP54.116-140.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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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					<p>for current and future flood management. The DS8 draft proposal does not comply with this requirement. NPPF Paragraph 112 – The draft DS8 plan proposes development of some of the most versatile agricultural land which contradicts the NPPF Paragraph 118 – The draft DS8 plan suggests building up to the Cock Robin Wood which could have an adverse effect on the nature reserve. For example, frogs often cross my garden [I believe] on their way to the wood. Once land is developed, they will not be able to follow their migration / breeding paths. NPPF Paragraph 124 – I believe the DS8 plan fails to comply with the NPPF on air quality. With the additional planned roads and resulting congestion (eg around Sainsbury's round about and at Dunchurch Cross roads [which some people cannot avoid!]) etc., air quality is only likely to worsen. (See comments above on sustainable transportation options)</p>		
2036	Nick Burke	NA	NA	DS8	<p>The SW Rugby DS8 policy needs improvement and conflicts with paragraph 112 of the National Planning Policy Framework. The plan is needlessly developing agricultural land.</p>	<p>Policy DS8 should be scrapped.</p>	<p>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.</p>

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2037	Norah Harris	NA	NA	DS8	DS8 conflicts with NPPF Paragraph 112 as it is needlessly proposing to develop agricultural land. Agreement with Daventry District Council that brownfield sites should be developed first.		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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.
2038	Neil McCollin	NA	NA	DS8	DS8 contravenes NPPF Paragraph 30 (reducing traffic congestion), NPPF Paragraphs 30, 34, 37, 95 (avoiding excessive car journeys), NPPF Paragraphs 120 and 124 (avoiding air pollution caused by cars), Paragraphs 17 and 58 (destroy character of existing settlements, Paragraph 70 (fails to provide community facilities), NPPF 57, 58, 69,70, 73, 74 (Threatens open spaces), NPPF 109 (threatens landscape), NPPF 112 (threatens agricultural land), NPPF 93 - 104 (threat of flooding) NPPF 123 (noise pollution).	Delete DS8	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 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).It is

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							<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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2041	Nicholas Duncan Elliott	NA	NA	DS8	<p>I wish to formally register my objection to the proposed redevelopment plan (Policy DS8) Dunchurch Village has witnessed increasing traffic queues at the Dun Cow junction, and fail to see how Rugby Borough Council's scheme will improve matters there. I am currently one among thousands of daily commuters that use Dunchurch as a through road to commute to and from work. Again with the proposed plan of industrial units at the A45/M45 roundabout this will only contribute to the congestion and pollution already being experienced in Dunchurch. I also believe the pollution levels currently in parts of Dunchurch exceed the EU guidelines; these too will only get worse with increased traffic from the proposed additional 5000 houses and industrial units, queuing at the Gyratory. I believe draft policy DS8 is unsound as it is inconsistent with national planning policy. In particular it fails to meet the standard of NPPF paragraph 30 on reducing traffic congestion and paragraph 124 on air quality. Therefore the local plan should be improved by dropping this policy.</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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2043	Nigel Austin	NA	NA	DS8	DS8 conflicts with paragraph 112 of the national planning policy framework as it needlessly takes agricultural land	Scrap DS8	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.
2045	Nithiya Clark	NA	NA	DS8	<p>The proposal for up to 5000 homes in this location southwest of Rugby will destroy almost all the open land between Rugby, Dunchurch, and Cawston. Despite vague promises of buffers to protect against urban spread, the Rugby master plan (SPD) shows that little thought has been given to the how any such proposal could be realised. Moreover, this large number of houses proposed at this location is in an area with poor transport links to the town centre or anywhere else by public transport. Whilst better public transport links are promised it is certain that the vast majority of journeys to and from this new development will be via cars and therefore not sustainable. In particular, the crossroads at the centre of Dunchurch is one of two of the most heavily polluted locations in Rugby borough. Whilst proposals for a southwest link road are welcome, it seems doubtful whether this would reduce traffic sufficiently to safe and legal NO2 levels. In addition, it is not certain that a relief road will be built.</p> <p>Consultants (G. L. Hearn) who</p>		<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. The SHMA has been produced consistent to the requirements of the NPPF and NPPG and has been found sound by the</p>

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					<p>cannot be considered as impartial or objective given that they also act on behalf of developers. I note that the SHMA treated population projections as forecasts which is contrary to government policy. Furthermore, the recent 'Brexit' referendum result seems likely to have long-term implications for housing requirement. I believe draft policy DS8 is unsound as it is inconsistent with national planning policy. In particular it fails to meet the standard of National Planning Policy Framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality. Therefore the local plan should be improved by dropping this policy.</p>		<p>Inspectors of the Warwick and Coventry Local plans EiPs. The achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>
2047	Phillip Dickinson	NA	NA	DS8	<p>DS8 is unjustified as brownfield sites should be developed before building in the countryside. The proposed 5,000 homes will destroy the land between Cawston, Dunchurch and Rugby. No need for houses on greenbelt land contrary to NPPF paragraphs 73 and 74. No employment within walking distance resulting in increased congestion and air pollution. DS8 contrary to (National Planning Policy Framework Policy paragraphs 30, 34, 37, 95, 120, 124).</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Local Plan has been subject to a Sustainability Assessment.</p>

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2048	P E Greenway	NA	NA	DS8	Your proposal for 5000 houses in and around the village will more than double its size and will effectively make us part of Rugby despite the silly buffer ideas. You must already know the air quality in the centre of Dunchurch is above permitted levels so the extra traffic is going to increase this drastically.		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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
2049	Peter Eccleson	NA	NA	DS8	Policy DS8.The proposal for up to 5,000 homes in the South West Rugby location will almost totally destroy the open land between Rugby, Dunchurch and Cawston and despite the unsubstantiated promises of 'buffers' to protect the land from the urban sprawl. The mammoth development equal to the size of a small town is to be situated in an area with poor links to the town centre and transport connections. Although it is anticipated that good public transport links will be provided it is predictable that journeys to and from the location will be car dominated and therefore not sustainable. The STA demonstrates that the Local Plan does not fully account for the transport impact		DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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

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					<p>arising from the proposed Lodge Farm allocation. It does not extend southwards along the A45 as far as the proposed Lodge Farm allocation. Given the proximity of the site to the M1, A5 and taking account of future plans including the expansion of DIRFT and the M1 Junction 16 Employment Area allocated in the West Northamptonshire Joint Core Strategy (and now with planning permission), the area of the network to be assessed should extend into Daventry District to include the villages that are located in this area and also account for employment areas located in Daventry town.</p>		<p>transport infrastructure to support the Local Plan. The measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>
2050	Peter Flavell	NA	NA	DS8	<p>We are fortunate to be surrounded with seeing lots of wild life such as , Foxes, Badgers, Buzzards, Munkjacks,Pheasant, Partridge , Woodpeckers, and lots more (what will happen to all this wild life?). Where we live there are numerous public footpaths and bridle paths which are used regularly by walkers, dog walkers, horse riders, runners, cyclists and nature enthusiasts (where will they be able to access similar country side locally?). We will lose the identity of Dunchurch as we know it by joining it to Rugby which has always had historical connections with Guy Fawkes and others. The cross roads at Dunchurch are already a</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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</p>

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					<p>nightmare with traffic queuing up to 20 minutes to go through the traffic lights all day long. I believe the air pollution level in the centre of Dunchurch is above the accepted EU limits and this is a health hazard for local residents. Buffer zones to separate Dunchurch from Rugby is a joke as when the leaves fall from the trees and bushes in autumn you will be able see the new development (icehouses) thirsted EU limits and this is a health hazard for local residents. How will local services cope with Schools and Doctors Surgeries. The Hospital of St Cross would not be large enough to cope with the increased population and would need expanding. Why cannot all brownfield sites around Rugby be built on by developers before farm land is considered. With the proposed plan I see no provision for recreation such as sports playing fields and parks for the increase in population. Rugby as it is has not many such amenities at the moment compared with other towns.</p>		<p>a live document and has been updated at modifications LP54.116-140.</p>

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2052	Penelope J Holcroft	NA	NA	DS8	<p>I wish to object to the development between Cawston and Dunchurch/ Thurlaston on the following grounds. It is contrary to the National Planning Policy Framework.</p> <ol style="list-style-type: none"> 1. Protecting green belt. 2. Protecting and enhancing natural environment . 3. Protecting and enhancing historic environment. <p>It would cause severe traffic congestion which is already a problem.</p>		<p>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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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2054	Paul Jaques	NA	NA	DS8	<p>The construction of 7 warehouses and 5000 houses will severely despoil and plunder a most valuable rural landscape in close proximity to a Conservation Area. There will also be damage to an ancient woodland area. Insufficient regard has been given to traffic management issues generated by the additional houses and warehouses and the models used are not considered reliable. Insufficient regard has been given to environment issues touching flooding and pollution. Insufficient regard has been given to infrastructure touching medical services, schools and access to the town. There is limited consideration for developing the town centre of Rugby which has numerous empty shops and a very limited evening economy. The plan contravenes the National Planning Policy Framework paragraph 17 by failing to contribute to conserving and enhancing the natural environment and reducing pollution. Also (same paragraph) there has been no regard for empowering local people to shape their surroundings or to set out a positive vision for our future.</p>		<p>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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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.</p>

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2055	Peter Jenkins	NA	NA	DS8	DS8 is unsound as it is inconsistent with the National Planning Policy Framework(NPPF). In particular it is inconsistent with National Planning Policy Framework(NPPF) paragraph 30 on reducing traffic congestion and paragraph 124 on air quality.	Abolish DS8	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 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).

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2056	Pamela Merrick	NA	NA	DS8	<p>I would like to make a strong protest against the above plans for the following reasons.</p> <ol style="list-style-type: none"> 1 The very high pollution this is going to bring to the village of Dunchurch. 2 The extra traffic which will cause more pollution in all the various areas. 3 The lack of facilities for all the extra families. 4 The industrial units which of course will cause more heavy goods traffic coming through the villages even though new roads may be built. 		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.</p>

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2058	Peter Oldfield	NA	NA	DS8	<p>DS8 does not meet the Standard National Policy Framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality. The over-used stretch of the Rugby Road is already causing pollution and congestion and both of these will be greatly increased as traffic from - the new spine road will be funnelled into this stretch. Each house built in Dunchurch will generate at least two cars using this road, not to mention the 860 which, no doubt will be built along the Ashlawn Road or the warehouse park proposed on the approach to the M45 roundabout. I note there are thousands of car parking spaces planned there and no doubt hundreds of lorries involved in distribution logistics. Finally it seems that no consideration has been taken of the extremely uncertain future economic conditions which will pertain once Brexit is achieved</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>
2062	Peter Vekic	NA	NA	DS8	<p>Although I do not dispute that there is an urgent need for more housing in this country it has to be done in a planned and well thought out way - i.e. the total opposite of the current proposals. 3. Before destroying more greenfield sites all brownfield sites should be used - of which there are plenty in Dunchurch and surrounding villages.</p>		<p>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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2063	Paul Wallace	NA	NA	DS8	DS8 is unjustifiable and unnecessary causing a threat to open spaces contrary to national planning policy paragraphs 57,58,69,70,73 & 74	Delete DS8	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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.
2066	Penelope Buchanan	NA	NA	DS8	Policy DS8 is unjustified as it needlessly takes agricultural land contrary to paragraph 112 of the National Planning Policy framework. Greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing and roads.	Delete policy DS8	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.
2069	Pamela Taylor	NA	NA	DS8	DS8 - This conflicts with paragraph 112 of the National Planning Policy Framework by needlessly taking agricultural land.	DS8 To be Scrapped	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.

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2071	Paul Henden	NA	NA	DS8	<p>The SW Rugby proposal DS8 is in conflict with the NPPF Para 112 planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality. According to the Agricultural Land Classification map West Midlands Region (ALC004), it would seem that the majority of the agricultural land surrounding Dunchurch is Grade 1 “Excellent. It would be considered a reckless action to destroy British agricultural land when the country will need to generate more of its own produce after leaving the EU, rather than being held to ransom with high European imports. Another substantial fault with the DS8 plan, is the diminutive consideration for the drastic effect of increasing the traffic by 5 fold in and around Dunchurch. The roads are already heavy congested and the proposal lacks any significant attempt of addressing it.</p>	<p>The SW Rugby DS8 proposal should be scrapped and a new proposal produced based on realistic forecasts and should seek to use areas of poorer quality land. The public transport and road infrastructure need to be properly planned to reduce traffic congestion, rather than being an afterthought of an enormous house building plan.</p>	<p>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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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2074	Paul Sanders	NA	NA	DS8	DS8 excessive as does not take into account of falling immigration due to Brexit lowering housing demands; half the population increase for 2013/2014 in Coventry and Warwickshire was due to international migration; no justification for taking some of Coventry's housing allocation; population projection models unstable with no consideration for lower level of net migration and potential for mass oversupply of labour; brownfield land should be prioritised as per NPPF Paragraph 17; concerns expressed in relation to worsened congestion and air quality-contrary to NPPF Paragraph 30; link road ineffective;		Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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.
2076	Peter Anderson	NA	NA	DS8	I believe draft policy DS8 is unjustified. Greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing. Therefore the local plan should be improved by dropping this policy.		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.

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2078	Rosemary A Skidmore	NA	NA	DS8	<p>I believe that draft policy DS8 is justified – South West Rugby. I refer to the land known as Little Scotland Farm, , Rugby CV22 7QZ, registered as WK459106, under option Taylor Wimpey UK Ltd. This site has direct access onto Alwyn Road and traffic would therefore not need to go through Dunchurch. Any increase in traffic could go towards Bilton and gain access to the western relief road. It is flat land with a well. The Trust feels that Little Scotland Farm Site could have been included in the urban edge committed site rather than the urban proposed allocations. The site of the dilapidated farm buildings needs to be developed to once again achieve an attractive environment.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>
2080	Richard Adams	NA	NA	DS8	<p>Policy DS8 needlessly takes agricultural land contrary to paragraph 112 of the National Policy Framework</p>	Delete Policy DS8	<p>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.</p>

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2084	Ruby Burke	NA	NA	DS8	I believe draft policy DS8 is unjustified. I agree with Daventry County Council that greater Consideration should be given accelerating the development of brownfields sites before committing so much countryside to housing. Therefore the local plan should be improved by dropping this policy. I don't understand why you need so many houses in this town, the town centre is rubbish with no shops maybe you should sort that out instead.		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.
2093	Louise Welling	NA	NA	DS8	DS8 conflicts with NPPF Paragraph 112 as it needlessly utilises agricultural land. Agreement with Daventry District Council that there should be greater emphasis on brownfield sites.	Policy DS8 should be removed	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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.

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2109	Louise Steele	Framptons	Louise Steele	DS8	Support the Council's acknowledgement (4.59-4.61) that there is potential for housing and employment growth targets to be revisited as this is consistent with the NPPF. We consider that significant weight should be placed on the need to support economic growth through the planning system, and that SW Rugby allocation / Policy DS8 supports this aim generally. However to be effective an earlier review of the development plan (i.e. before 2031) could be appropriate if market forces demonstrate an unmet need.	Policy wording in DS8 (introductory paragraph) should be amended to say "a new neighbourhood of up to 5000 dwellings and a minimum of 44 ha of B8 employment land..." The supporting text at para.4.52 should also be amended to, "the allocation of up to 5000 dwellings and a minimum of 44 ha (a minimum floor space of 180,000 sum) of gross B8 employment land..."	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.
2109	Louise Steele	Framptons	Louise Steele	DS8	Suggested policy wording amendments to DS8 to reflect reasoning given in representation to Policy DS4.	Policy wording in DS8 (introductory paragraph) should be amended to say "a new neighbourhood of up to 5000 dwellings and a minimum of 44 ha of B8 employment land..." The supporting text at para.4.52 should also be amended to, "the allocation of up to 5000 dwellings and a minimum of 44 ha (a minimum floor space of 180,000 sum) of gross B8 employment land..."	Comments noted. Details to be finalised at Planning Application Stage.

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2120	Michelle Simpson-Gallego	Pegasus Group	Peter Drakesford	DS8	Concern the allocation will not aid delivery in the short-medium term given infrastructure required and the number of landowners. Unclear how many of the allocated 5,000 dwellings could be built within the plan period.	Identify a range of smaller sites outside the Rugby Urban edge. The Local Plan should identify how many dwellings within the South West allocation will be delivered within the plan period.	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.

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2123	Tim Cornes	NA	NA	DS8	Woolscott used as a shortcut between Daventry, Rugby and Southam; infrastructure incapable of accommodating additional vehicles let alone another 3,500 cars per day	No changes that could rectify the plan- it should be stopped	<p>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 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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2127	Theresa George	NA	NA	DS8	DS8 conflicts with NPPF Paragraph 112 as it needlessly takes agricultural land	Scrap DS8	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.
2128	Terry Hughes	NA	NA	DS8	DS8 conflicts with NPPF Paragraph 112 as it needlessly takes agricultural land	Scrap DS8	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.
2129	T Lowther	NA	NA	DS8	DS8 is unjustified; brownfield development should be accelerated; DS8 contrary to NPPF Paragraphs 57, 58, 69, 70, 73 and 74	Delete DS8	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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.
2133	Trudi Pitcher	NA	NA	DS8	No need for additional housing in South West Rugby; DS8 contravenes NPPF Paragraph 112 as it needlessly takes agricultural land	Scrap DS8	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. 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.

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2134	Tom Pleavin	NA	NA	DS8	I believe draft policy DS8 is unjustified. I agree with Daventry District Council that greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing. Therefore the local plan should be improved by dropping this policy.		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.
2135	Tracey Smith	NA	NA	DS8	Plan lacks aspiration for Rugby beyond warehousing (which will benefit other areas) and housing (to benefit Coventry) and no plans to save the town centre; consultants have a vested interest in building work- it will be interested to see who from the Council will go into jobs in these areas; a sound plan would look to Coventry and how they have attracted hi-tech, IT and Banking to their area; Rugby is commutable from London Euston and via the M1 and has highly educated people who have to travel; why not have some ambition and save people travelling while having no aspiration beyond turning their home area into a bigger damp offering little to them; make Rugby better- don't commit us to a low skill, low paid economy with congested infrastructure and no town centre;		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. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing

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							<p>need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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 has shown that proposed mitigation schemes reduce traffic flows through Dunchurch</p>

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							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.
2136	Terry Garthwaite	NA	NA	DS8	DS8 needlessly takes agricultural land contrary to NPPF Paragraph 112	Delete DS8	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.
2138	Tom Haworth	NA	NA	DS8	G.L. Hearn also work for developers and so are not independent. Dunchurch already has an unacceptably high pollution level and is creating the worst pollution in the Rugby area. Traffic from all these developments will come through Dunchurch crossroads. Traffic is already incessant and noisy at all times of day, and at busy times the queues are slow and long. This		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. The SHMA has been produced consistent to the requirements of the NPPF and NPPG and has been found sound by the Inspectors

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					<p>would become much worse and the congestion atrocious. The pollution levels would rise to a potentially dangerous level, not just for the people who live here but for the environment as a whole. There would be a loss of productive farmland and wildlife habitats. There is a lack of supporting infrastructure, i.e. Roads, schools, GP surgeries, and hospital services. There will be a loss of countryside and village community. The cycling paths and footpaths would become unsafe. Dunchurch is a protected village with historic buildings and cottages, a memorial, a village green, the stocks, the church, coffee shops, etc.</p>		<p>of the Warwick and Coventry Local plans EiPs. The achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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. 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.</p>
2139	Tonina Garthwaite	NA	NA	DS8	policy DS8 needlessly takes agricultural land contrary to paragraph 112 of the national planning policy framework	Delete policy DS8	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.

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2139	Tonina Garthwaite	NA	NA	DS8	policy DS8 needlessly takes agricultural land contrary to paragraph 112 of the national planning policy framework	Delete policy DS8	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.
2141	Valerie Mitchell	NA	NA	DS8	<p>I am writing to express my objections. I do not consider that the consultants were sufficiently open-minded and independent</p> <p>The predictions of population growth are excessive and are not based on the latest figures nor, of course, do they take account of recent factors such as Brexit. The traffic predictions are based on so many uncertainties that they are completely unreliable. The consequential infrastructure requirements (roads, schools, medical centres, transport, open spaces, sports and play facilities) have been left very vague and this is a huge gap in this Plan which envisages big increases in population. There is a plan for a new road, but this will be a long time coming. However, the proposed increase in population will require major new infrastructure which needs to be planned now to avoid over-stretched and inadequate services and to create communities where people will want to live.</p> <p>1. HOUSING - The large number of new houses proposed - 12,400 in the</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. All sites proposed are required to maintain a 5 year land supply throughout the plan</p>

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					<p>Rugby area, of which 5,000 will be in the Dunchurch area - is excessive. It is far more than is required to meet local needs or to meet Rugby's national commitments. Much of it in the Dunchurch area will be built on green field. It will destroy the historic village of Dunchurch. The traffic and pollution problems are already serious and will become worse. These issues have not been adequately addressed in the proposed local Plan. I am appalled by the warehouses proposed for the Symmetry Park Industrial Development on the A45. There are already huge warehousing complexes in this part of the Midlands with excellent road access. They will increase heavy lorry traffic and pollution, and will completely change the character of this area. Such warehouse development will provide a relatively small number of low- medium waged jobs. There is already traffic congestion in Dunchurch, especially in the centre of the village. Dunchurch is on many routes and the roads near the crossroads are already inadequate for the traffic. The proposed new housing and warehousing will greatly increase traffic causing more delays and pollution. The Plan proposes one new road and spurs, but this will not be built for many years and in any</p>		<p>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. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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2141	Valerie Mitchell	NA	NA	DS8	<p>case will not solve the problems.</p> <p>I wish to express my objections to the excessive number of houses proposed to be built in Dunchurch and SW Rugby and to the commercial warehousing development proposed in the area. It will destroy Dunchurch as a village with a vibrant Farmland when built over is lost for ever. Planning for development should respect the existing built and natural environment and the draft local Plan fails to do so. In particular I wish to make the following points.</p> <p>1. RUGBY PLANNERS AND COUNCILLORS MUST ENSURE THAT FUTURE DEVELOPMENT REDUCES TRAFFIC CONGESTION AND AIR POLLUTION IN DUNCHURCH</p> <p>Traffic congestion and air pollution are already bad in the centre of Dunchurch. The amount of housing and commercial development proposed for the Dunchurch area will greatly increase the volume of traffic and make congestion and pollution much worse. The air pollution in the centre of Dunchurch is already dangerous and exceeds national limits</p> <p>2. RUGBY PLANNERS AND COUNCILLORS MUST TAKE INTO ACCOUNT THE REPORT OF WARWICKSHIRE COUNTY COUNCIL ON THE HIGHWAY IMPLICATIONS OF</p>		<p>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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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					<p>THE PLAN In the draft Plan the traffic forecasts are based on so many uncertainties that they are completely unreliable. The effect on traffic flows through Dunchurch of the development proposed in the Plan is such a crucial element of the Plan for SW Rugby that planners and councillors must act on the best information available. Not to do so is unprofessional and bad administration.</p>		
2142	Victorial Barns	NA	NA	DS8	<p>I have grave concerns of the landscape as I have observed flooding in sites in the area on at least 4 occasions and flooding on Cawston Lane onto Bilton road. I wonder where the water overflow will go should further housing be considered. I believe that the draft policy DS8 is unjustified. I agree with Daventry District Council that greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing. Therefore the local plan should be improved by dropping this policy.</p> <p>My objections to this plan include the following: NPPF reference paragraph 30 & 35: traffic congestion around Bilton Road and Dunchurch Road is bad with current traffic levels. If housing were to be increased, this would be</p>		<p>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. 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. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). WCC Education and Highways, UHCW and CCG, and Highways England have all been fully engaged in development of the Local Plan and</p>

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					<p>accentuated to the point of becoming dangerous. I feel the air pollution would become unmanageable (NPPF: 120 & 124) & coupled with existing issues from industrial sites, Rugby would become an unsafe and unclean place to live. NPPF reference paragraph 30, 34, 37, 95 - Bilton and Dunchurch have a lack of facilities currently for its residents including schooling. There is currently only 1 GP practice in the 2 areas, with Dunchurch practice closing. Local churches of the area are oversubscribed already with traffic congestion issues and parking problems at peak times. NPPF reference paragraph 109, 112, 114-119 - I would be concerned that building on sites around this area would annihilate this landscape and endanger wildlife around. Should housing be put in these areas, the noise pollution would be horrendous (NPPF 123).</p>		<p>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.</p>

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2143	Victoria Foster	NA	NA	DS8	<p>DS8 not based on sound evidence; many empty commercial properties throughout Rugby; twice the area required has been allocated for B8 warehousing- GL Hearn expects 95% of jobs to be related to warehousing which is unrealistic; housing models ill-conceived and not updated frequently enough; uncertainty around economy and migration- the market assessment acknowledges the uncertainty but ignores it; annual housebuilding rates of past 6 years 100 homes short of meeting the plan so the required building rates would never be achieved; overestimate of required housing forcing loss of green space unnecessarily; a new road network is deemed essential yet no infrastructure will be built until 30% of the homes are completed- in the interim this will lead to an inferior road network; community cannot understand why Rugby is taking some of Coventry's housing numbers- Coventry is signed up to the WMCA, Rugby is not so sees no financial benefit; logistics of implementation with multiple developers responsible for infrastructure will lead to increased congestion, pollution and road safety issues; traffic flows poorly modelled as they are inaccurate and outdated- good practice requires continual updating as small changes in traffic</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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.</p>

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2145	William Stubbins	NA	NA	DS8	<p>The draft policy is unsound as is not compatible with the National Planning Policy Framework (NPPF) especially paragraphs 109, & 114-119. The NPPF seeks to protect and enhance biodiversity. In particular, we are blessed in this area of South west Rugby by having a thriving community of muntjac deer in Cawston Woods. Implementation of policy DS8 would remove the habitat on which they depend. They would become extinct in this location unless policy DS8 is removed from the Local Plan, am angry that developers have not taken advantage of planning permissions that have already been granted in the Rugby area, notably at the Mast site. This approach is unequivocally inconsistent with the NPPF, in particular paragraphs 57, 58, 73, 74 and 109. This is not acceptable !</p>	<p>The selection of DS8 instead of accelerating development in brownfield sites, some of which already have planning approval, is both unsound and not justifiable. On this basis, DS8 must be removed</p>	<p>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.</p>

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2146	Rhodri Farthing	NA	NA	DS8	<p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. 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. Daventry District Council have raised concerns regarding soundness, not on Duty to Cooperate. Northamptonshire CC have requested engagement with the highway evidence in relation to DS10. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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2150	Michelle Simpson-Gallego	Pegasus Group	Lioncourt Homes	DS8	Concerns in relation to deliverability of the allocation given infrastructure and land ownership issues.	A range of smaller sites in differing locations should be identified to boost deliverability. The Local Plan should set out how much of the allocation will be delivered before 2031.	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.

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2152	Catherine M Evans	NA	NA	DS8	<ol style="list-style-type: none"> 1. Threat to agricultural land, contrary to para 112 NPPF. Also agree with DDC look to brownfield and accelerate existing sites. 2. Threat to open spaces contrary to Paragraph 70 of the NPPF 3. Threat to landscape contrary to Paragraph 109 of the NPPF. 4. Threat to wildlife contrary to Paragraphs 114-119 of the NPPF 5. Avoidance of air pollution, contrary to Paragraph 120, 124 of the NPPF. 6. Avoidance of noise pollution contrary to Paragraph 123 of the NPPF 7. Avoidance of traffic congestion contrary to Paragraph 30 of the NPPF. 8. Avoidance of excessive car journeys contrary to Paragraph 34, 35, 37 of the NPPF. 9. Facilities are not within walking distance contrary to Paragraph 34, 35, 37 of the NPPF. 10. Destruction of the unique character of south west Rugby contrary to Paragraph 17 of the NPPF. 11. Unnecessary development over and above what is required contrary to Paragraph 17 of the NPPF. 12. Inadequate consideration has been given to the infrastructure, contrary to Paragraph 162 of the NPPF. 	remove DS8 from Local Plan	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. As such the achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.

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2154	Robert Green	NA	NA	DS8	totally excessive, utterly undeliverable and not a sustainable development, fails to meet the standard of NPPF para 30 on reducing traffic congestion and para 124 on air quality		Policy has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF para 30 and 124 as mitigation proposes significant improvement on traffic congestion and air quality as demonstrated in the STA. (Therefore amendments not considered necessary or suitable). Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period.
2155	Roger Gunter	NA	NA	DS8	I believe draft policy DS8 is unsound as it is inconsistent with national planning policy. In particular it fails to meet the standard of National Planning Policy Framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality. Therefore the local plan should be improved by dropping this policy.		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. 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.

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2156	Richard Leader	NA	NA	DS8	Needlessly takes agricultural land contrary to paragraph 112 of the national planning policy frame work. Road infrastructure of Dunchurch village cannot cope with the current high volume of traffic let alone the increase caused by these proposed developments. Most traffic will not use new road.	Delete policy DS8 Take the proposed developments elsewhere if at all required in the town	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. The delivery of the South West spine road is a necessity infrastructure requirement to support the delivery of the Local Plan. The STA concludes that the spine road network will be a more attractive alternative to the crossroads in Dunchurch. There is nothing to suggest this isn't the case. No amendment recommended.
2158	Ron Noakes	NA	NA	DS8	Impact on Dunchurch heritage assets. Impact on infrastructure (schools, etc.) within Dunchurch and Rugby is immense, the proposal to build an excessive amount in the vicinity of Dunchurch should be contested.		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. DS8 and the IDP both detail the education provision required to support the SW Rugby site to the agreement of WCC Education.

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2162	Rachel McCollin	NA	NA	DS8	<p>Believe draft policy DS8 is unjustified for the following reasons, to avoid traffic congestion NPPF 30. To avoid excessive car journeys NPPF 30,34,37,95. To avoid air pollution caused by cars NPPF 120, 124. It will destroy the character of existing settlements NPPF 17,58. Fails to provide facilities for community NPPF 70. Threat to open spaces NPPF 57, 58, 69,70, 73, 74. Threat to landscape NPPF 109. Threat to agricultural land NPPF 112. Threat of Flooding NPPF 93 - 104. Noise pollution NPPF 123.</p>	Delete draft policy DS8	<p>Policy has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF. (Therefore amendments not considered necessary or suitable). 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.</p>

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2163	Rekha Mistry	NA	NA	DS8	Believe that the local plan has not taken into account the amount of congestion it is going to cause as well environmental impact, pollution and the amount of local services that will be needed for this size of expansion NPPF paragraph 30, 120,124		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.
2165	Rodney Pitcher	NA	NA	DS8	I object because local policy DS8 conflicts with paragraph 112 of National Planning Policy Framework as it needlessly takes agricultural land	Local policy DS8 should be scrapped	It is acknowledged that agricultural land will be lost as a consequence of DS8. However, this is the case for all of the proposed allocations due to the significant lack of brownfield sites available. The Local Plan accords with 122 NPPF. No amendment recommended.

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2166	Richard Stephens	NA	NA	DS8	<p>Policy DS8, does not take into account the unique characteristics of the village of Dunchurch, which it subsumes into the Rugby conurbation. Dunchurch has history dating back to Doomsday book, is mentioned by Charles Dickens and has links with the Gunpowder Plot. To become part of the South West Rugby development ignores this local history and contravenes the NPPF paragraphs 17, 58 and 126. DS8 is based on SHLAA• which was produced by Warwickshire District Council who, as owners of land, have a vested interest in the development of the land south of Alwyn Road. This document is therefore potentially biased and should have been reviewed by independent bodies.</p>	Delete policy DS8 South West Rugby and Policy DS9 to protect the character of Dunchurch	<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. This is produced by RBC, not Warwickshire County Council. No amendment proposed.</p>

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2167	Robert Thompson	NA	NA	DS8	The amount proposed is too large, being built on green belt and will grossly impact on traffic congestion. Plan is influenced by large subsidy's that the council receives from the government.		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. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
2168	Richard Veys	NA	NA	DS8	Impact on Cawston Woods and wildlife in it is not quantified in the report. This is an important local resource which is being ignored. Planning model does not use an up to date traffic model. As a resident I can see that the traffic around Dunchurch has significantly changed in the last 8 years with marked peaks and troughs. Does not take into account during the building phase most traffic will go through the traffic lights at Dunchurch.		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. D8 contains specific requirements regarding a buffer around Cawston Wood. Additional modification LP54.35 and LP54.43 require a woodland management plan to be contained within the SW Rugby SPD and to support planning applications.

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2170	Rachael Close	NA	NA	DS8	<p>Recognise requirement for development and that opportunities exist in the SW Rugby area to contribute to this development and the future of the borough. Concern surrounds scale of development. Do not believe warehousing development that is included as part of the plan is consistent with rural nature of Dunchurch & Thurlaston, significant noise & light pollution to this rural/ village community, buildings are not consistent with the existing landscape or natural habitat, nature of jobs not significantly beneficial to long term employment and skills of local residents. SW Rugby area one of the remaining rural areas in the borough, the other edges of the town are already the locations for retail or industrial development. Brownfield should be explored first. Although has access to M45/A45 access to M6 is through town on already congested routes. Proposed SW Link road would disperse traffic to Leicester rd. and Ashlawn Rd which are already congested. Would also make Dunchurch crossroads worse - make air pollution worse. Traffic modelling does not show concerns are unfounded proposals will mitigate my concerns or improve matters. Housing proposals are out of proportion with the existing rural</p>	<p>Local plan should maintain this distinction between areas of the borough and concentrate industrial development in those areas that have already been developed for this purpose</p>	<p>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. Proposed Appendix 3 Infrastructure Delivery Plan and DS8 have been amended following consideration of this consultation response and the updated Strategic Transport Assessment (LP54.46 - 54.58 and LP54.120- 124). The ES identifies SW Rugby as a deliverable location for the employment growth. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					communities and should be scaled back significantly to ensure the rural status of Dunchurch and Thurlaston is maintained. Housing also out of proportion with surrounding area. significant areas of woodland that will suffer		
2171	Richard Garside	NA	NA	DS8	Fails to meet NPPF para 30 on reducing traffic congestion and para 124 on air quality. Bringing cars to an already built up area seems not well thought through.		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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2172	Robert Anstruther	NA	NA	DS8	Suffer issues getting in and out of my drive and there is an abundance of traffic. Agree with DDC more acceleration of brownfield land before committing countryside.	Delete DS8	DS8 and DS9 are supported by a full updated STA. 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 STA clearly shows the mitigation achieved by the south west link road against the impacts on the Dunchurch crossroads. 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). The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
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2172	Robert Anstruther	NA	NA	DS8	fails to meet NPPF para 30 on reducing traffic congestion and para 124 on air quality	Delete DS8	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. 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). The STA clearly shows the mitigation achieved by the south west link road against the impacts on the Dunchurch crossroads. This demonstrates meeting the requirement of NPPF 30 and 124. No amendment proposed.
2177	Steve & Tracy Brown	NA	NA	DS8	Strongly object to DS8 when Radio Station has permission which developers not taking advantage of. Will totally destroy the countryside & open land we have surrounding our village & it is to be situated in an area with poor links to the town centre & transport connections. Agree with DDC about building on brownfield land. Strongly object to DS8	Local plan should be improved by dropping this policy.	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. As demonstrated in the SHLAA there is extremely limited capacity of brownfield land requiring the release of greenfield sites.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2179	Sarah Coulon	NA	NA	DS8	<p>Increase hugely the volume of traffic passing these cottages, and it will also obliterate the countryside which attracted us to this area originally. Volume of traffic travelling along Rugby Road into Dunchurch making it difficult to exit our driveway at peak times. DS8 fails NPPF 30 re traffic congestion and NPPF para 124 on air quality. Agree with DDC regarding greater consideration accelerating brownfield sites.</p>	<p>Local plan should be improved by dropping this policy.</p>	<p>As demonstrated in the SHLAA there is extremely limited capacity of brownfield land requiring the release of greenfield sites. 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 STA clearly shows the mitigation achieved by the south west link road against the impacts on the Dunchurch crossroads. 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. As demonstrated in the SHLAA there is extremely limited capacity of brownfield land requiring the release of greenfield sites.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2180	Stuart Ette	NA	NA	DS8	<p>The objection is based on the following: Loss of identity to the historic villages of Dunchurch and Bilton, to urban sprawl.</p> <p>The plan is unsustainable as Rugby does not have the infrastructure to support all these additional houses. The road network around the town has major failings and pinch points at present, where traffic just grinds to a halt on a daily basis. Air pollution in the area is already high due to the emissions from the Cemex plant. The additional traffic generated by the additional housing will accentuate this causing more health respiratory problems. The only woodland that we have in the area is Cawston Woods and is home to numerous wildlife including bats, butterflies and badgers and should be designated a conservation area. It should not therefore be surrounded by houses but boarder open countryside around.</p> <p>Rugby does not have an adequate hospital to support its existing population, yet alone the additional 12, 000 homes. There are no A&E facilities at St Cross, with people having to drive to Coventry to the already overloaded facility there. Full A&E should be instated at Rugby prior to acceptance of the plan. This service should be reinstated forthwith. Likewise for the maternity</p>		<p>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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. All sites proposed are required to maintain a 5 year land supply throughout the plan</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>services. A 24 hour manned police station should also be reinstated. Considering the Brexit vote and the Government's Plan to reduce migration, I strongly suggest that the requirement for all these houses is not needed.</p>		<p>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</p>
2181	Simon Evans	NA	NA	DS8	<p>Volume of traffic at Dunchurch crossroads already excessive, any additional cars/lorries etc. will only deteriorate the situation. Congestion and air pollution to rugby town high. Fails to meet NPPF para 30 on reducing traffic congestion and para 124 on air quality</p>	<p>The local plan should be improved by dropping this policy.</p>	<p>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 STA clearly shows the mitigation achieved by the south west link road against the impacts on the Dunchurch crossroads reducing congestion and improving air quality. 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).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2182	Merrigan	NA	NA	DS8	<p>Inclusion of Ashlawn Fields in policy DS8 and the Urban Proposals Map is unlawful and unsound . Local Authorities consult on local plans they must, by law, take account of the response to consultation. Rugby Borough Council voted to proceed with Publication Draft without considering responses received top referred Options.</p> <p>During the Preferred Options consultation SARD and others argued for exclusion of Ashlawn Fields from SW Rugby proposals. Those arguments were not put to the Council when it voted to produce a Publication Draft including Ashlawn Fields. Plan does not take account of 10,000 home permission. Alternative approach to build on Radio Station. Ashlawn Fields suffers from surface water flooding, lies outside the catchment area of its two closest GP surgeries (Dunchurch and Central), and lacks access to a Park or Garden. Mitigation measures required not in IDP.</p>	policy and the map should be rewritten to exclude Ashlawn Fields	DS8 is considered sound and consistent with the NPPF. The Local Plan has been consulted upon in line and in excess of the requirements of the town and country planning regulations. A summary of consultation responses has been produced after each stage of consultation and a regulation 22c statement will be sent to the Inspector detailing how representations have been taken into account.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2183	Sandy Fricker	NA	NA	DS8	RBC needs to force permissions such as Radio Station to build. Dunchurch is already a rat run the new development will make this situation worse.	to reconsider, and review the flawed and outdated assumptions made in drawing up the draft plan	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 STA clearly shows the mitigation achieved by the south west link road against the impacts on the Dunchurch crossroads reducing congestion and improving air quality. 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). Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2185	Stephen Glee	NA	NA	DS8	<p>Fear Dunchurch will lose its own individual village identity and become a suburb of Rugby. Will increase already high levels of traffic in Dunchurch. Already accidents on Southern Rd & Coventry Rd. Any future development will increase this problem. Recent studies identified Dunchurch crossroads some of worst air quality in county - more development will make this worse. Problem also with school capacities, GP surgery in Dunchurch already full, A & E at St Cross closed. Not against new development and appreciate there is a shortage but do not believe necessary in Dunchurch area.</p>		<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning application which seeks to maintain the identity of Dunchurch. DS8 and the IDP contain infrastructure to support the delivery of the site and mitigate against the impacts, as informed by service providers.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2186	Sam Gledhill	NA	NA	DS8	Draft policy DS8 is unsound as it is inconsistent with national planning policy. Fails to meet NPPF para 30 on reducing traffic congestion and para 124 on air quality. Draft policy DS8 is unjustified. I agree with Daventry District Council that greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing	DS8 should be dropped.	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 STA clearly shows the mitigation achieved by the south west link road against the impacts on the Dunchurch crossroads reducing congestion and improving air quality. 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). The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2187	Sarah Gray	NA	NA	DS8	Have an adverse negative impact on Dunchurch and the surrounding areas. Impact on Dunchurch historic core, air pollution at crossroads at Dunchurch is already at dangerous levels. Local schools, GPs and hospital already struggling.		The IDP contains details of the infrastructure necessary to mitigate against the impacts of the growth as agreed by the service providers. .The STA clearly shows the mitigation achieved by the south west link road against the impacts on the Dunchurch crossroads reducing congestion and improving air quality. 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). 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.
2187	Sarah Gray	NA	NA	DS8	I agree with Daventry District Council that greater consideration should be given before brownfield sites are committed to so much countryside housing. This is an opinion shared by Northamptonshire County Council. Is this why they haven't been adequately consulted? The people of Dunchurch are hugely disappointed in their elected officials who have shown little leadership, knowledge or participation in consultation events. The Council has cleared the roadside by Rugby Road on the entrance to Dunchurch that many feel is the start of the development		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. DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					plan and have supported the warehouse development in the local paper without the local plan even being approved yet!		
2191	Sarah Morgan	NA	NA	DS8	Agree with DCC that greater consideration should be given to accelerating development of brownfields sites before committing so much countryside to housing.	Local plan should be improved by dropping this policy.	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period.
2192	S. Vucevic	NA	NA	DS8	The lack of specific Infrastructure details to accounts for this development and the increased air pollution due to the increase use of cars. The air pollution and traffic queues at Southam road at commuting times i.e. between 8 and 9.00 am and 4.00-5.00 pm. addition of both Lodge Farm and DS8 would make it dangerously high. Should build out numerous brownfield sites first as per national guidance. Do not believe calculations for housing need are correct especially when consider permitted sites. Rugby does not have adequate support of infrastructure of roads, schools etc.		The STA clearly shows the mitigation achieved by the south west link road against the impacts on the Dunchurch crossroads reducing congestion and improving air quality. 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).

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2193	Socky Angel	NA	NA	DS8	<p>Extra traffic it will cause i.e. day to day traffic which already includes high volume of HGV vehicles passing through narrow streets in Dunchurch Square Slow traffic from town centre Gyratory into Dunchurch</p> <p>Impact on local community and its loss of historical features</p> <p>Increase of air pollution – and spoiling local countryside</p> <p>Lack of local infrastructure i.e. schools, doctors, hospitals, ambulance service, fire service (these resources are already under pressure without further housing. Why aren't additional housing being built in areas causing shortage of housing i.e. due to added jobs in Magna Park Lutterworth, DIFT Daventry, and J1 M1 etc. ?</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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. 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.</p> <p>The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2194	Stanley Fuller	NA	NA	DS8	Believes greater consideration should be given to developing brownfield sites and developing disused town centre shops into housing. I do not believe that the population will increase at the projected rate as Brexit has changed the rate at which immigration will take place.	Draft policy DS8 should be scrapped as it is surplus to needs.	As demonstrated in the SHLAA there is very limited capacity on brownfield sites, requiring the allocation of sites on greenfield land. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. No change proposed.
2195	Simon Rush	NA	NA	DS8	1) Taking overflow form Coventry a with no fight-back. 2) No evidence provided to indicate been adjusted post Brexit decision. 3) It is urban sprawl and concreting over effective arable farmland at the time when food costs associated with post Brexit will likely mean increased Eurozone costs for imported food. 4) The infrastructure allowances (roads etc.) in the plan are not sufficient to meet the needs of all the new traffic from the extra population. The current western relief road use is clear evidence of that - in that its already saturated at times.		Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2196	Stephen Lewington	NA	NA	DS8	<p>Plan adoption would result in destruction of open space between Rugby and Cawston, Dunchurch and Thurlaston. Existing highway & air quality problems at Dunchurch crossroads & A45 will only get worse following Dunchurch & Ashlawn Rd. Proposed housing & warehousing as a result of allocating for Coventry. Already significant growth around town. Need time to bed in and see negative effects on infrastructure. Also needs to take account of Brexit. Although good access to M1 to and from South, access to all other directions are poor, which contrasts with existing warehousing adjacent to the north of Rugby that has access to all directions. Any employment opportunities should be high tech.</p>	<p>Plan needs re-examination. A revised plan responds to the needs of Rugby and includes provision for more modest growth and the creation of more high tech employment and reduces the extent that Rugby is becoming a dormitory town for Coventry and other locations.</p>	<p>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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2196	Stephen Lewington	NA	NA	DS8	<p>Plan adoption would result in destruction of open space between Rugby and Cawston, Dunchurch and Thurlaston. Existing highway & air quality problems at Dunchurch crossroads & A45 will only get worse following Dunchurch & Ashlawn Rd. Proposed housing & warehousing as a result of allocating for Coventry. Already significant growth around town. Need time to bed in and see negative effects on infrastructure. Also needs to take account of Brexit. Although good access to M1 to and from South, access to all other directions are poor, which contrasts with existing warehousing adjacent to the north of Rugby that has access to all directions. Any employment opportunities should be high tech.</p>	<p>Plan needs re-examination. A revised plan responds to the needs of Rugby and includes provision for more modest growth and the creation of more high tech employment and reduces the extent that Rugby is becoming a dormitory town for Coventry and other locations.</p>	<p>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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2196	Stephen Lewington	NA	NA	DS8	<p>Result in the destruction of the open space between Rugby and the villages of Cawston, Dunchurch and Thurlaston. Already significant traffic problems at Dunchurch crossroads and A45 flyover which will only get worse once due to proposed plan. Growth needs to be reexamined following Bexit. Should not be taking housing and warehousing from Coventry. Proposed warehousing good access to M45/A45 poor elsewhere. Employment here should be high tech not warehousing.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2200	Robert Hawkins	NA	NA	DS8	<p>DS8 contravenes NPPF Paragraph 30 (to avoid traffic congestion); The Victorian road system throughout Rugby cannot cope with current traffic volumes; DS8 contravenes NPPF Paragraphs 30, 34, 37, 95; large scale development to the South of Rugby will lead to excessive car journeys, resulting in gridlock; public transport interchange at the bottom of railway terrace isn't fit for purpose; many of the new homes likely to be for London commuters; commuters driving to the train station will result in congestion (contrary to NPPF Paragraphs 120 and 124); pollution already bad at hotspots throughout Rugby with associated health risks; Proposed development between Alwyn Road and A45 will destroy a number of public footpaths, thus detrimental to amenity- re-routing them along estate roads is not an acceptable alternative (contrary to NPPF Paragraphs 57, 58, 69, 70, 73, 74), DS8 contrary to NPPF Paragraphs 109, 112 and 114-119 as DS8 constitutes a threat to landscape, agricultural land, DS8 is bad for mammals, birds, invertebrates and plants- housing a threat to nature and agricultural land; DS8 contravenes NPPF paragraph 70 as it fails to provide community facilities- existing infrastructure at capacity;</p>	<p>New railway station on the outskirts of town; Delete DS8;</p>	<p>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 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).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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. WCC Ecology have been fully engaged throughout the development of the plan and further ecological assessment would</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					DS8 contravenes NPPF Paragraphs 30, 34 and 37 as proposed schools are located in the wrong place- how can the school for Coton (Northern Rugby) be at Rokeby (Southern Rugby)		be undertaken during the planning application phase with any necessary mitigation measures identified. 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.
2202	Shan Jenkins	NA	NA	DS8	Policy DS8 needlessly takes agricultural land contrary to NPPF paragraph 112	Delete DS8	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.
2205	Sue Winton	NA	NA	DS8	Plan offers no positive benefits to current or future residents of Rugby, Cawston, Dunchurch or Thurlaston; overstretched infrastructure, inadequate road provision due to out of date traffic modelling and the destruction of rural amenity will be detrimental to the whole area. Cawston Woods, an area of ancient woodland will be surrounded by houses leaving no corridor for wildlife. More consideration should be given to accelerating brownfield sites before committing so much housing to countryside? Rugby Radio Masts has permission yet		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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

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					<p>developers not taking advantage. Policy DS8 is unjustified and has been put together on out of date and questionable data. Dunchurch crossroads and Gyrotory already fall into meet air quality limits. Multiple site promoters SW Rugby no coordination will result in further congestion. Loss of excellent grazing land. Warehousing only 300m away from Thurlaston - contradicts NPPF 17 and 58. In contravention of NPPF 30,34,37,95,120 and 124.</p>		<p>suggested that the road will not be delivered. 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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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2205	Sue Winton	NA	NA	DS8	<p>Plan offers no positive benefits to current or future residents of Rugby, Cawston, Dunchurch or Thurlaston; overstretched infrastructure, inadequate road provision due to out of date traffic modelling and the destruction of rural amenity will be detrimental to the whole area. Cawston Woods, an area of ancient woodland will be surrounded by houses leaving no corridor for wildlife. More consideration should be given to accelerating brownfield sites before committing so much housing to countryside? Rugby Radio Masts has permission yet developers not taking advantage. Policy DS8 is unjustified and has been put together on out of date and questionable data. Dunchurch crossroads and Gyratory already fall into meet air quality limits. Multiple site promoters SW Rugby no coordination will result in further congestion. Loss of excellent grazing land. Warehousing only 300m away from Thurlaston - contradicts NPPF 17 and 58. In contravention of NPPF 30,34,37,95,120 and 124.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with</p>

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							the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
2208	Stuart Crossin	NA	NA	DS8	Policy DS8 unjustified as needlessly takes agricultural land contrary to paragraph 112 of NPPF. Greater consideration should be given to accelerating development of brownfield sites before committing so much countryside to housing and roads.	Delete policy DS8	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.
2208	Stuart Crossin	NA	NA	DS8	Policy DS8 unjustified as needlessly takes agricultural land contrary to paragraph 112 of NPPF. Greater consideration should be given to accelerating development of brownfield sites before committing so much countryside to housing and roads.	Delete policy DS8	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.
2209	Selena Farnell	NA	NA	DS8	Bad for birds, bad for plants, a threat to local spaces and fails to provide for horse riders	Abort plan DS8, the only way to limit its impact. Quite clearly the town's facilities are already under enough pressure.	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.
2210	Russell Crow	Barton Willmore	Taylor Wimpey Homes	DS8	representations relate to Taylor Wimpey's land interests to the east and west of Alwyn Road, which forms part of the strategic allocation		Comments noted. No further action considered necessary.

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2211	Stephen Murphy	NA	NA	DS8	<p>at South West Rugby</p> <p>Local Plan contrary to NPPF Paragraph 17 (planning should be genuinely Plan-led, empowering local people to shape their surroundings); this plan put together in workshops with parties with a vested interest in the plan; figures for local housing need too high and will not provide homes for first time buyers- thereby not easing the housing shortage and only helping developers profit margins.</p>	<p>The plan should use up-to-date housing figures; population and employment targets are not realistic; surveys and forecasts should be conducted by independent bodies and not companies with a vested interest such as GL Hearn.</p>	<p>Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. Regulation 22 consultation statement contains details of activities undertaken during the different stages of consultation. 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>
2213	Steve Whitehouse	NA	NA	DS8	<p>Dunchurch already a bottleneck. Adding more housing will make more dangerous traffic & congestion. More feasible locations such as Masts site.</p>	<p>A South-western bypass would be needed to link A5/M1 to the M45 in order to divert traffic away from Dunchurch bottleneck. However, this will destroy countryside and much needed farmland in the area required which will adversely affect the health and wellbeing of the population in that area.</p>	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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2213	Steve Whitehouse	NA	NA	DS8	Dunchurch already a bottleneck. Adding more housing will make more dangerous traffic & congestion. More feasible locations such as Masts site.	A South-western bypass would be needed to link A5/M1 to the M45 in order to divert traffic away from Dunchurch bottleneck. However, this will destroy countryside and much needed farmland in the area required which will adversely affect the health and wellbeing of the population in that area.	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
2214	Sandra Austin	NA	NA	DS8	DS8 conflicts with NPPF Paragraph 112 as it needlessly takes agricultural land; previous local plan did not provide sufficient infrastructure; can't trust what RBC, developers or Planners say as Local Plan only illustrative and developers changed plans for Cawston South; Highways Agency has not given their feedback yet; existing applications will already cause issues along South Rugby; Highways Agency do not appear to consult the public or at least those	Remove DS8 and DS10	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. 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

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					directly affected by development.		<p>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. 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 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). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy.</p>

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2215	Sarah Butter	NA	NA	DS8	Concern in relation to increased volume of traffic; existing traffic issues should be addressed before compounding the problem with further development; coalescence between Dunchurch and Rugby.		<p>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 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).</p>

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2218	Shirley Gale	NA	NA	DS8	<p>Understand the need for new homes and understand that Rugby and surrounding area needs to build fair share. Major traffic and air pollution at Dunchurch crossroads - understand that allowing DS8 is a way of funding a bypass but development is just huge. Proposed buffers to Dunchurch look very small, larger areas should be left to protect Cawston Spinney and local residents. Should reconsider the houses on the Dunchurch side of the bypass at Northampton lane. Is there the need for the warehouses? Reservations about bypass - only work when straight without junctions. This is neither. Unsure how any of the traffic to or from the Southam road will be managed and unsure about traffic calming in Dunchurch.</p>		<p>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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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2218	Shirley Gale	NA	NA	DS8	<p>Understand the need for new homes and understand that Rugby and surrounding area needs to build fair share. Major traffic and air pollution at Dunchurch crossroads - understand that allowing DS8 is a way of funding a bypass but development is just huge. Proposed buffers to Dunchurch look very small, larger areas should be left to protect Cawston Spinney and local residents. Should reconsider the houses on the Dunchurch side of the bypass at Northampton lane. Is there the need for the warehouses? Reservations about bypass - only work when straight without junctions. This is neither. Unsure how any of the traffic to or from the Southam road will be managed and unsure about traffic calming in Dunchurch.</p>		<p>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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>
2220	Steve Fowkes	NA	NA	DS8	<p>Roads around Dunchurch and Rugby increasingly congested which increasing numbers of homes will exacerbate making it increasingly difficult for emergency vehicles to get through which is critical given lives will be at stake; plan does not appear to consider GPs or schooling</p>	Remove DS8	<p>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</p>

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					<p>which will need to expand massively to cope with thousands of new homes; traffic does not seem to have accounted for volume of traffic (Dunchurch Crossroads poses a challenge for drivers which inevitably results in accidents), air pollution needs consideration; availability of industrial units needs consideration given DIRFT nearby</p>		<p>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 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. 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.</p>

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2222	Stuart Bage	NA	NA	DS8	<p>DS8 inconsistent with NPPF Paragraph 30 (congestion) and 114 (air pollution); backlog of traffic at peak times with road safety implications for school pupils; children are more susceptible to pollution so timing of additional traffic plus the increase demand on local schools and facilities will coincide; increased housing and population will have a significant impact on the village- the plan has not addressed how it will cope without new facilities; current numbers at infant and junior schools above recommended ratios thus a population increase would further damage the learning experience; existing secondary schools over-subscribed (Ashlawn) or not functioning (Rugby Free School); recognise need for additional housing but plan not effective without further review of the supporting infrastructure; high level of HGV and slow moving traffic adding to aforementioned pollution levels;</p>	<p>A review of primary schooling and transport is required to remove traffic from key 'pinch points';</p>	<p>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 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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2226	Barbara Cull	NA	NA	DS8	<p>Concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. SHMA has opted for a comparatively high level of housing requirements, and has also taken a naïve approach to links between people and jobs resulting in poor judgements with regard to commuting. No justification in MOU why Coventry cannot meet its own need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is clearly not the case with the housing and employment decisions taken on behalf of Coventry. Housing target is impossible to achieve. Infrastructure plan is vague with number of uncostered proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road will be delivered by 1500 this is all too little too late and ignores the recommendation of the STA. Concern that the road will be funded by developers</p> <p>Re: Policy DS8 - will almost totally destroy the open land between Rugby, Dunchurch and Cawston and, despite the fuzzy promises of</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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					<p>buffers, will fail to protect the land from the urban sprawl. Loss of agricultural land, poor transport links to the town centre and transport connections. Though good public transport is anticipated majority of journeys will be private car therefore not sustainable.</p>		<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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2227	Bridget Durrant	NA	NA	DS8	<p>DS8 is inconsistent with national planning policy. Paragraph 101 of the national planning policy framework bans local authorities from zoning areas for housing if " there are reasonably available sites appropriate for development in areas with lower probability of flooding "</p> <p>Adding roads, houses and asphalt drives to the area behind Montague rd. can only add to the risk of flooding. Policy ds8 needlessly takes agricultural land contrary to paragraph 112 of the national planning policy framework</p>	Therefore development in this area should be removed from the local plan. Delete policy ds8	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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
2228	Bridget Rothwell	NA	NA	DS8	<p>Need identified is based on estimation and doesn't take account of economic change and Brexit. The demand for houses needs to be updated given this major change and only smaller schemes committed to until there is more economic certainty of local need. Warehousing creates low income employment and this is reducing due to the motorisation of the industry. Rugby lacking in technical expertise, engineering, manufacturing and creativity instead of warehouse and retail parks. Significant development over 15 years with no justification for Green Belt land being sacrificed for Coventry. Doesn't see how Coventry's quota fits with the local</p>		Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West

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					<p>Rugby requirement. Where will all the people work Rugby already has transport congestion issues at Dunchurch lights, the gyratory system, and railway terrace station bridge. Even with a new road (assuming it ever gets built) Rugby centre will continue to be a traffic bottleneck. Additional jobs in Rugby won't support this amount of housing which means more traffic and more commuting going somewhere. Is there essential services to be provided beyond road infrastructure, risk that developers will build pockets of housing falling short on the number that requires them to build the road infrastructure this will impact on pollution and roads. Bypass is a great road until it hits the school traffic jam at the end of it and around Elliott's Field Retail Park adding more chaos at increasingly more frequent periods of the day. Reconsider development in the area in view of a more realistic figure around job creation and local need.</p>		<p>Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. The gyratory system was assessed as part of the STA; Warwickshire County Council have not identified the gyratory as a constraint on development. Impact of development on wider road network has been assessed as part of the STA.</p>

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2229	Barry Sanders	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>	Delete Policy DS8	<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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2230	Brian Smith	NA	NA	DS8	<p>Objects to the proposed inclusion of the Draft South West Rugby Masterplan Supplementary Planning Document being included in the Local Plan as it is not a 'brown-field' site. Only 'brown-field' sites should be included in the local plan until it can be demonstrated that all such sites have been fully developed. As the radio mast site is not fully developed, the above SPD should be deleted.</p>		<p>The SW SPD has not been formally adopted and is purely for illustrative purposes only. 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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

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2230	Brian Smith	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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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2232	Brian Batson	NA	NA	DS8	Fails to meet many requirements relating to the environment, traffic pollution, and noise. No evidence that it responds to local need. It doesn't give detail of any alternative sites and hasn't properly accounted for local impact as the methods used are unreliable. People haven't had sufficient time for the consultation and not enough effort has been made by the council to make sure people are aware.	More consultation. Better projections with less reliance on what has happened in the last few years and a more thoughtful assessment based on all the variables and using less arbiter processes. Real consideration to environmental laws and a more honest assessment of what rugby residents really need	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. 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.
2234	Beth Crossin	NA	NA	DS8	Policy DS8 is unjustified as it needlessly takes agricultural land contrary to paragraph 112 of the National Planning Policy framework. Greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing and roads.	Delete policy DS8	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.

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2235	Brian Garratt	NA	NA	DS8	Policy DS8 . Conflicts with paragraph 112.		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.
2236	Benjamin Goodger	NA	NA	DS8	Draft policy DS8 is unjustified. Greater consideration should be given to accelerating the development of brownfield sites before committing such a vast amount of countryside to housing. It does not comply with paragraphs 57,58,69,70,73,74 and should be dropped from the local plan.	Delete Policy DS8	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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.
2239	Mr & Mrs B.J. French	NA	NA	DS8	DS8 is unjustified. We agree with Daventry District Council that greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing. Therefore the local plan should be improved by dropping this policy. Specific objection on transport. Residents of Bawnmore Road for over 30 years and during this time have seen our area go from a quiet residential area to a noisy, traffic polluted and high speed main road. The traffic congestion along Ashlawn Road, Newbold Road, through Dunchurch and Rugby town is becoming		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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout 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. DS8 makes specific requirement of a

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					<p>intolerable and therefore we believe the current proposal does not comply with the National Planning Policy Framework (paragraphs 30,34,37,95, 120, 123 & 124) regarding traffic congestion, air and noise pollution. Furthermore, the country side around this area is being steadily eroded by continual development to the point where, to walk to - and enjoy - the sight of open fields will not be possible. We believe the loss of agricultural land is a factor and therefore believe the current proposal does not comply with the NPPF (paragraphs 57,58,69,70,73,74,109,and 112.</p>		<p>buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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).Potential impacts of proposed development on wider road network has been assessed as part of the STA.</p>

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2240	Brian and Rebecca Shields	NA	NA	DS8	<p>Wish to register our objections to the Rugby Borough Council Local Plan on the grounds of light, air and noise pollution.</p> <p>We are extremely concerned about the inevitable increase in traffic on the B4429. Our children cycle along this already busy road to and from school daily. With further traffic this is likely to become too dangerous and may mean they would have to be driven to and from school. This decrease in exercise is likely to have an adverse effect on their physical and mental health.</p> <p>Unfortunately transport links in this area are poor. Despite the intention to develop public transport services it is inevitable that there will be an increase in reliance on cars. This will further contribute to traffic on the B4429 along with polluting Thurlaston conservation area. This is a beautiful area which the proposed plan will destroy.</p>		<p>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. 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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2241	Brian Croghan	NA	NA	DS8	<p>Areas of concern; extra traffic it will cause i.e. day to day traffic which already includes high volume of HGV vehicles passing through narrow streets in Dunchurch Square; slow traffic from town centre Gyrotory into Dunchurch Impact on local community and its loss of historical features; Increase of air pollution – and spoiling local countryside; lack of local infrastructure i.e. schools, doctors, hospitals, ambulance service, fire service (these resources are already under pressure without further housing; Why aren't additional housing being built in areas causing shortage of housing i.e. due to added jobs in Magna Park Lutterworth, DIFT Daventry, J1 M1 etc. ?</p>		<p>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. The gyratory system was assessed as part of the STA; Warwickshire County Council have not identified the gyratory as a constraint on development. 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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2244	Claire Garside	NA	NA	DS8	<p>Questions why Rugby Radio Station site is not being built out instead building on countryside and causing roads to become gridlocked. Homes should be built where employment opportunities are otherwise there will be congestion and environmental impact. Nonsense that up to 1500 houses could be built (3000+ cars) before any new road will be constructed to alleviate the congestion. Is there sufficient jobs for the growth. SW is on open land is excellent agricultural land and ancient woodland and a place for many around Rugby to enjoy open spaces and the rich wildlife the area offers. Envisage a mass of urban sprawl that completely destroys the character of our town. Warehouse close to Ryton, pollution from lorries will contribute to the already extremely high pollution levels and also flood risk issues. Local Plan goes way beyond the objectively assessed needs for housing and doesn't have a plan for changes to the migration levels (which is quite possible post BREXIT) or if employment demand falls below target. The National Planning Policy Framework document says that 'Local plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change'. Ours does not.</p>	<p>I want my feelings to be heard. I do not believe that this plan is in the interest of local residents and I am not convinced councillors are serving our interests as our elected representatives</p>	<p>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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead</p>

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							<p>Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p> <p>Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>
2246	Cyril Holcroft	NA	NA	DS8	<p>Questions how the 12,400 target was reached. Significant population growth would occur does consider it will grow by 100000 by 2031. Should not meet Coventry's need as it despoils Rugby. If Coventry element was removed it would mean that DS8 would not be required or a more moderate amount of growth in the Local Plan. The B8 industrial units proposed near the A45/M45 island would be totally out of place. This is not an industrial area nor should it become one.</p>		<p>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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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2247	Claire Jinks	NA	NA	DS8	<p>The plan is planning for an excessive amount of houses, existing sites with planning permission should be built out first and brownfield sites, inconsistent with nappy with limited input from members and public; industrial scale warehousing will mean increased congestion and pollution on our existing roads through increased HGV traffic on the current inadequate local infrastructure; proposed development is not preceded by adequate additional infrastructure (i.e. new roads) and additional places at schools and doctors; and SW SPD conflicts with DS8 in relation to rural landscape and meeting local housing need. SHMA and Employment figures are out of date.</p>	<p>The current Plan should be withdrawn and reviewed with more upto date analysis of the community's wider needs and expectations.</p>	<p>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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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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2249	Colin Reeves	NA	NA	DS8	<p>DS8 Employment land being marketed and the plans are not in line with the Local Plan evidence with increased number of job numbers which would result in greater vehicle traffic than that modelled in the STA therefore Dunchurch crossroads analysis would need to be revisited. 79ha of employment land not justified given the conflict of the GL Hearn and WS Atkins report - independent study required. GL Hearn indicated that an assessment of viability, sustainability and impact should be undertaken, has this happened? Landscape particularly concern to Thurlaston which has a conservation area, it is also remote to the town centre and public transport. Thurlaston can expect significantly increased noise, light and air pollution. Good quality agricultural land will be loosed and the area is used for recreation. Where is the analysis of land quality at other sites in the Local Plan? I would expect a commitment to develop the worst land first rather than the best.</p>		<p>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. The proposed South West allocation has yet to be adopted through the Local Plan process therefore the promotion of land for distribution usage within the South West falls outside the Local Plan process and such matters would be considered were a Planning Application to be submitted at a future date. 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. 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</p>

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							brownfield capacity as demonstrated in the SHLAA. All statutory consultees have been engaged during the development of the plan whilst further assessment would be undertaken were future Planning Applications to be submitted.
2250	Colin Buchanan	NA	NA	DS8	Policy DS8 is unjustified as it needlessly takes agricultural land contrary to paragraph 112 of the National Planning Policy framework. Greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing and roads.	Delete policy DS8	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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.
2251	Chris Middleton	NA	NA	DS8	DS8 is unjustified for the following reasons, to avoid traffic congestion NPPF 30. To avoid excessive car journeys NPPF 30,34,37,95. To avoid air pollution caused by cars NPPF 120, 124. It will destroy the character of existing settlements NPPF 17,58. Fails to provide facilities for community NPPF 70. Threat to open spaces NPPF 57, 58, 69,70, 73, 74. Threat to landscape NPPF 109. Threat to agricultural land NPPF 112. Threat of Flooding NPPF 93 - 104. Noise pollution NPPF 123.	Delete draft policy DS8	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 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

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							<p>this consultation response and the updated Strategic Transport Assessment (LP54.46 - 54.58 and LP54.120- 124). 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>
2252	Cecilia Walker	NA	NA	DS8	Policy DS8 needlessly takes agricultural land contrary to the paragraph 112 of the National Planning Policy Framework	Delete Policy DS8	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.
2253	Carolyn Whittaker	NA	NA	DS8	Policy DS8 conflicts with paragraph 112 of the National Planning Policy Framework as it needlessly takes agricultural land	I want DS8 to be scrapped	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.

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2254	Carolyn Felstead	NA	NA	DS8	<p>Development will have an impact on air quality and the highway model is out of date. Schools, doctor surgeries, youth services, police and especially our hospital are all stretched beyond a safe level now. Doesn't consider that the authority should help address Coventry's shortfall. House prices will become unaffordable with it attracting commuters to London and Dunchurch will become part of the urban area.</p>	<p>Draft policy DS8 is unsound as it is inconsistent with national planning policy. In particular it fails to meet the standard of National Planning Policy Framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality. Therefore the local plan should be improved by dropping this policy</p>	<p>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 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. The justification of Coventry City's unmet housing need is</p>

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							<p>borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.</p>

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2256	Charlotte Stevenson	NA	NA	DS8	The Local Plan as it ignores the pollution levels at the Dun Cow crossroads, which already exceeds EU limits. Traffic from the proposed developments will come through the Dunchurch crossroads and make the situation significantly worse. This is in direct contravention with Government guidelines.	Draft policy DS8 is unsound as it is inconsistent with national planning policy. In particular it fails to meet the standard of National Planning Policy Framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality. Therefore the local plan should be improved by dropping this policy.	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.
2256	Charlotte Stevenson	NA	NA	DS8	The Local Plan as it ignores the pollution levels at the Dun Cow crossroads, which already exceeds EU limits. Traffic from the proposed developments will come through the Dunchurch crossroads and make the situation significantly worse. This is in direct contravention with Government guidelines.	Draft policy DS8 is unsound as it is inconsistent with national planning policy. In particular it fails to meet the standard of National Planning Policy Framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality. Therefore the local plan should be improved by dropping this policy.	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.

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2257	Chris Griffiths	NA	NA	DS8	Object to developments of homes and industrial units Area A, B and C near Dunchurch and Rugby. This destroys green areas when we should be protecting these now and for future generations		DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.
2257	Chris Griffiths	NA	NA	DS8	Object to developments of homes and industrial units Area A, B and C near Dunchurch and Rugby. This destroys green areas when we should be protecting these now and for future generations		DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.
2263	Ann-Marie & Simon Benton	NA	NA	DS8	The SW Rugby Plan for 5,000 homes will destroy the countryside. Historic village of Dunchurch is surrounded by development. Dunchurch residents will suffer more traffic and air pollution which is largely overlooked in the plan. The Council have said they are committed to reducing air pollution but this plan will only increase the level of risk, especially for the health of those in Dunchurch. There are a lack of secondary school places already for the children of Dunchurch and the surrounding villages and this will only lead to more problems!		Policy has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF para 30 and 124 as mitigation proposes significant improvement on traffic congestion and air quality as demonstrated in the STA. (Therefore amendments not considered necessary or suitable). The provision identified for education as contained within the IDP and policies DS8 and DS9 are informed by WCC Education and as such are considered adequate to support delivery

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2263	Ann-Marie & Simon Benton	NA	NA	DS8	The SW Rugby Plan for 5,000 homes will destroy the countryside. Historic village of Dunchurch is surrounded by development. Dunchurch residents will suffer more traffic and air pollution which is largely overlooked in the plan. The Council have said they are committed to reducing air pollution but this plan will only increase the level of risk, especially for the health of those in Dunchurch. There are a lack of secondary school places already for the children of Dunchurch and the surrounding villages and this will only lead to more problems!		Policy has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF para 30 and 124 as mitigation proposes significant improvement on traffic congestion and air quality as demonstrated in the STA. (Therefore amendments not considered necessary or suitable). The provision identified for education as contained within the IDP and policies DS8 and DS9 are informed by WCC Education and as such are considered adequate to support delivery
2264	Charlotte Courtenay	NA	NA	DS8	Fails to meet the standard of National Planning Policy Framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality. Existing traffic problems will only get worse with new development. Building these houses is not just a strain on the schools but also other services such as shops, doctors and the roads.	local plan should be improved by dropping this policy	Policy has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF para 30 and 124 as mitigation proposes significant improvement on traffic congestion and air quality as demonstrated in the STA. (Therefore amendments not considered necessary or suitable).
2264	Charlotte Courtenay	NA	NA	DS8	Fails to meet the standard of National Planning Policy Framework paragraph 30 on reducing traffic congestion and paragraph 124 on air quality. Existing traffic problems will only get worse with new development. Building these houses is not just a strain on the schools but also other services such as shops, doctors and the roads.	local plan should be improved by dropping this policy	Policy has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF para 30 and 124 as mitigation proposes significant improvement on traffic congestion and air quality as demonstrated in the STA. (Therefore amendments not considered necessary or suitable).

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2265	David Haley	NA	NA	DS8	<p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.</p>

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2268	E Elliott	NA	NA	DS8	<p>Object. Over years Dunchurch village has witnessed increasing traffic queues at the Dun Cow junction and fail to see how RBC's scheme will improve matters there.</p>	<p>Gross over estimation of what the local community needs. Dunchurch is a beautiful village and feel that draft proposal will destroy that heritage and Dunchurch would become another suburb of Rugby.</p>	<p>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 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).</p>

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2268	E Elliott	NA	NA	DS8	<p>Again with proposed plan of industrial units at A45/M45 roundabout this will only contribute to the congestion and pollution already being experienced in Dunchurch. Also believe the pollution level currently in parts of Dunchurch exceed the EU guidelines, these too will only get worse with increase traffic from the proposed additional 5000 houses and industrial units queuing at the Gyrotory. DS8 unsound as inconsistent with national policy, in particular NPPF para 30 and 124.</p>		<p>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. 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). The gyrotory system was assessed as part of the STA; Warwickshire County Council have not identified the gyrotory as a constraint on development.</p>

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2268	E Elliott	NA	NA	DS8	<p>Particular issues with the Rugby Urban Edge proposed allocation South west to provide 5400 homes beyond Bilton and Cawston. Plan is unsustainable as Rugby does not have the infrastructure to support all these additional houses, like a fully operational hospital with A & E and maternity services, manned police station, additional schools in the location required and roads etc. Air pollution in area is already high due to the emissions from the CEMEX plant. Additional traffic generated by the housing will accentuate this causing more health respiratory problems. Rugby does not have adequate hospital to support existing population. Additional 12,000 homes with no real A & E facilities at St Cross is unacceptable. Traditional village of Bilton is already getting swallowed up in urban sprawl with Cawston and will be totally lost in these plans. Traffic in Bilton frequently congested so additional vehicle movements will cause gridlock, and thus increase pollution levels. Why does Rugby restrict access at junctions when it is not necessary again causing more congestion e.g. near Ashlawn School with junction between Ashlawn Road and Hillmorton Road there used to be 2 lanes so traffic could turn left without having to wait for</p>	"	<p>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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). It is acknowledged there will be loss of agricultural land however, this is the case for all of the</p>

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					<p>ages for cars to turn right. To add additional bus services should not be considered as the ones at present are barely utilises and often have only two and sometimes three people on board and are often following each other due to congestion in town. Why do buses wait time at bus stops which are situated in busy areas and where traffic cannot pass - as opposed for the busses to wait time in pull in stops where traffic can pass by easily? For example Bilton village and near railway station. Only woodland in area is Cawston Woods and is home to numerous wildlife including bats, butterflies and badgers and should be designated a conservation area. Therefore min numbingly stupid to surround it with housing. Rugby should not take on additional housing from Coventry. Their issue not ours.</p>		<p>proposed allocations as there is extremely limited brownfield capacity as demonstrated in the SHLAA.</p>

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2268	E Elliott	NA	NA	DS8	<p>Object. Over years Dunchurch village has witnessed increasing traffic queues at the Dun Cow junction and fail to see how RBC's scheme will improve matters there.</p>	<p>Gross over estimation of what the local community needs. Dunchurch is a beautiful village and feel that draft proposal will destroy that heritage and Dunchurch would become another suburb of Rugby.</p>	<p>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. 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).</p>

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2269	E Ewart	NA	NA	DS8	<p>DS8 unjustified . Agree with Daventry Council that greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing. Enjoy green space area offers and enjoy spending time with children walking.</p>	<p>Therefore the local plan should be improved by dropping this policy.</p>	<p>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. 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.</p>

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2271	Andy Turtle	NA	NA	DS8	<p>Reject housing allocation from Coventry. Between the last census periods, Rugby's population growth was 15%, which equates to circa 7,000 dwellings therefore the consultants figures are too high and Rugby's existing allocations- minus the South West corridor and Lodge Farm- are sufficient. The South West allocation is in the wrong place as existing employment and retail is to the North of the town, thus the development would be heavily car dependent. Coalescence between Dunchurch and Rugby would undermine the villages historical significance, for example the villages role in the 'Gun Powder plot'. Dunchurch already suffers from excessive traffic congestion, which the development would exacerbate, contravening NPPF Paragraphs 120 and 124. The development would lead to the loss of open countryside thus affecting wildlife. The NPPF recommends that threats to open spaces, landscape, wildlife and agricultural land should be avoided (paragraphs 57,58,69,70,73,74,109,114-119,112).</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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							Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.
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2274	Dr H Allroggen	NA	NA	DS8	Object to DS8 and DS9. Whole existing green and agricultural landscape southwest of Rugby will be destroyed (NPPF 109/112), open spaces will be turned into concrete and Tarmac (NPPF 57, 58, 69, 70, 73, 74) and both existing and potential new residents would be subjected to enormous amounts of traffic (NPPF110/124).		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. 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. 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.

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ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
?	Edwin Evans	NA	NA	DS8	DS8 would result in loss of recreational value of Cawston Spinney and surrounding land; both the proposed buffer and green corridor between Dunchurch and Rugby is insufficient; there must be a green corridor from Cawston Spinney up to Birding bury		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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Cawston Spinney is ancient woodland so is subject to statutory protection. Local Plan Policy NE3 makes provision for green infrastructure.
?	G Blasin	NA	NA	DS8	Existing concerns around noise, air quality and highway safety; DS8 is unjustified; agreement with Daventry District Council that brownfield development should be accelerated; SHMA consultants not impartial; population projections have been treated as forecasts, contrary to government policy, Brexit not taken into account; no justification for taking 2,800 of Coventry's housing need; infrastructure plan is vague; all financially interested parties should declare their position and abstain from any vote; Dunchurch crossroads air pollution exceeds EU limits which further development will exacerbate; mast site should be developed first; 5,000 homes the size of a small town yet without sufficient infrastructure; Dunchurch		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. Proposed Appendix 3 Infrastructure Delivery Plan and DS9 have been amended following consideration of this consultation response and the updated Strategic

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					<p>is a Conservation area and needs protection; massive oversupply of housing to relative labour requirements will increase commuting or local unemployment; warehousing is poorly paid so how will this development be affordable; no protection of bridleways and footpaths.</p>		<p>Transport Assessment (LP54.46 - 54.58 and LP54.120- 124). Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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</p>

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							<p>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. 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. 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.</p>

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1083 or 1512	Dr J Stocker	NA	NA	DS8	<p>The Strategic Transport Assessment (STA) only examines potential impacts north of Lodge Farm. The effect on roads, villages and the town of Daventry (outside the Borough) to the south and west has not been examined and there are no plans in place to mitigate such effects other than two roundabouts on an already busy road (the A45) – which will increase congestion.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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).</p>

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1216 & 2001	Michael Nokes	NA	NA	DS8	Proposed new road as part of South West corridor will increase air and noise pollution.	Abolish plan for new road in South West corridor	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. 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).

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1665 or 1666	Jackie Cooper	NA	NA	DS8	Concerned by increase in traffic and dangerous levels of pollution in Dunchurch. Policy DS8 fails to meet NPPF para.30 and 124.		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 STA clearly shows the mitigation achieved by the south west link road against the impacts on the Dunchurch crossroads addressing the congestion and subsequent air pollution. NPPF para 30 and 124 are met. No amendment proposed.
1665 or 1666	Jackie Cooper	NA	NA	DS8	Concerned by increase in traffic and dangerous levels of pollution in Dunchurch. Policy DS8 fails to meet NPPF para.30 and 124.		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 STA clearly shows the mitigation achieved by the south west link road against the impacts on the Dunchurch crossroads addressing the congestion and subsequent air pollution. NPPF para 30 and 124 are met. No amendment proposed.

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52	D Clark	NA	NA	DS9	<p>DS9: Road system takes up green sites. More traffic causing pollution and noise means that habitat in the area will be depleted. Health centres and food stores will also be a necessity.</p>		<p>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. No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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647	Susan Mular	NA	NA	DS9	Existing congestion would be exacerbated; new community facilities provision is required before the plans approved; Assessment of how many homes existing infrastructure can withstand before plan approved		<p>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. 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>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
704	Mrs F Darcy	NA	NA	DS9	New SW spine road not planned in IDP until end of plan period. Essential to avoid the issue of large numbers of HGVs navigating Dunchurch crossroads so unlikely employment development in the SW could realistically be available to the very end of the plan period in any event.		The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
704	Mrs F Darcy	NA	NA	DS9	SW spine road has significant net negative sustainability score. Proposals are inadequate. Loss of green space and farmland. Valuable habitat for wildlife and ecology. Fields lost by proposal provide for walking and exercise opportunities as well as enjoyment of countryside. Loss of agricultural land. Other areas of brownfield land that could be developed, this hasn't been adequately explored. Need to be more demanding in progressing delivery of currently approved planning consents/allocations.	Draft Local Plan could be improved by omission of DS8, DS9 and DS10. Fails to meet NPPF para 17, 30, 57, 58, 69, 70, 73, 74, 112 and 114-119	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. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
711	Carol Turtle	NA	NA	DS9	<p>Unlikely to be affordable housing on the site. Expensive housing. New home owners will be commuters with cars, increasing Dunchurch's traffic and pollution problems. Plan can be improved by replacing Lodge Farm with originally preferred plan to have at Walsgrave. New road will not protect Dunchurch. Highway safety issues. Surgery and Primary School may not be built. Dunchurch is beautiful historic village with conservation area. Character and identity lost and ruined. Contravenes NPPF, Paras 30, 120, 124, 34, 37, 95, 17, 58, 52, 57, 69, 70, 73, 74, 109, 114-119, 112.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Future planning applications will be subject the affordable housing policy which will require onsite 30% affordable housing, which will be subject to viability testing.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
711	Carol Turtle	NA	NA	DS9	<p>Unlikely to be affordable housing on the site. Expensive housing. New home owners will be commuters with cars, increasing Dunchurch's traffic and pollution problems. Plan can be improved by replacing Lodge Farm with originally preferred plan to have at Walsgrave. New road will not protect Dunchurch. Highway safety issues. Surgery and Primary School may not be built. Dunchurch is beautiful historic village with conservation area. Character and identity lost and ruined. Contravenes NPPF, Paras 30, 120, 124, 34, 37, 95, 17, 58, 52, 57, 69, 70, 73, 74, 109, 114-119, 112.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. The interim measures of an additional lane at Dunchurch cross roads</p>

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							<p>has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
760	Emma Turtle	NA	NA	DS9	<p>Unlikely to be affordable housing on the site. Expensive housing. New home owners will be commuters with cars, increasing Dunchurch's traffic and pollution problems. Plan can be improved by replacing Lodge Farm with originally preferred plan to have at Walsgrave. New road will not protect Dunchurch. Highway safety issues. Surgery and Primary School may not be built. Dunchurch is beautiful historic village with conservation area. Character and identity lost and ruined. Contravenes NPPF, Paras 30, 120, 124, 34, 37, 95, 17, 58, 52, 57, 69, 70, 73, 74, 109, 114-119, 112.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Future planning applications will be required to deliver 30% affordable housing subject to viable appraisal.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
760	Emma Turtle	NA	NA	DS9	<p>Unlikely to be affordable housing on the site. Expensive housing. New home owners will be commuters with cars, increasing Dunchurch's traffic and pollution problems. Plan can be improved by replacing Lodge Farm with originally preferred plan to have at Walsgrave. New road will not protect Dunchurch. Highway safety issues. Surgery and Primary School may not be built. Dunchurch is beautiful historic village with conservation area. Character and identity lost and ruined. Contravenes NPPF, Paras 30, 120, 124, 34, 37, 95, 17, 58, 52, 57, 69, 70, 73, 74, 109, 114-119, 112.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. The interim measures of an additional lane at Dunchurch cross roads</p>

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							<p>has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
797	D A Gane	NA	NA	DS9	<p>STA: Of particular concern is Dunchurch crossroads. SW link Road is welcomed although scale of relief is in doubt. Junction already over capacity and air quality pollution at dangerous levels. Appears RBC have chosen to ignore conclusions of STA and disregard the negative impact on roads.</p>		<p>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. 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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
859	Mr and Mrs Varney	NA	NA	DS9	<p>STA: Of particular concern is Dunchurch crossroads. SW link Road is welcomed although scale of relief is in doubt. Junction already over capacity and air quality pollution at dangerous levels. Appears RBC have chosen to ignore conclusions of STA and disregard the negative impact on roads.</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
966	E Milwain	NA	NA	DS9	Village cannot cope with extra traffic. Extra lane for traffic turning right at Dunchurch crossroads won't decrease the quantity of traffic.		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
966	E Milwain	NA	NA	DS9	<p>Plan does not provide for additional traffic heading towards Southam, Banbury, Oxford, M40 and major employer, Jaguar Land Rover employees moving into new housing in South-West Rugby will add to traffic and pollution.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
966	E Milwain	NA	NA	DS9	<p>Traffic flow on Rugby's roads is quite finely balanced. For example road works in the town centre cause congestion on Ashlawn Road and vice versa as motorists take alternative routes. Adding extra traffic is likely to make long tailbacks and delays increasingly common.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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1112	Clive Davies	NA	NA	DS9	SWLR will be delivered by 1500 homes - bit late and wishful thinking for a junction already running significantly over capacity, with air quality pollution levels at dangerous levels, according to EU legislation. RBC reckless indifference to the quality of Dunchurch resident's lives by choosing to ignore the conclusions of the STA.		Policy has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF para 30 and 124 as mitigation proposes significant improvement on traffic congestion and air quality as demonstrated in the STA to the satisfaction of the highway authority.
1378	Richard Allanach	NA	NA	DS9	No evidence to demonstrate DS9 will be delivered within the plan period, if at all; STA was not released for scrutiny during Christmas 2015 consultation; examination of PowerPoint slides released by WCCH suggests WCCH expect DS9 to be delivered although requested a detailed review into deliverability of both South Eastern and South Western link roads as they both cross railway land; due concerns that RBC would press ahead without a proper evaluation of the options local residents attended WCC Security committee 9 March 2016- respondent quotes minutes from that meeting which state that WCC require further investigation to see if road mitigation measures could be delivered; STA not available when RBC prepared publication draft of Local Plan as document not released until September 23 2016, Work recommended by WCC in December 2015 and classed as 'vital' in March	Therefore policy DS9 should be withdrawn from the Local Plan and as policy DS8 is dependent on the connection to the Western Relief Road this policy too should be withdrawn. The Publication Draft of the Local Plan identifies sites for 20,119 houses. Policy DS1 states that 12,400 houses should be provided. Policy DS8 can be withdrawn without changing policy DS1.	STA was published alongside the September 2016 Publication Local Plan and available in excess of 6 weeks alongside the Publication consultation. The work of which informed the proposed allocation of DS8 and DS10. DS9 and IDP detail the phased delivery of the spine road network alongside the housing trajectory. Currently the land required to deliver final part of the alignment is outside the site allocation boundary. The Potsford alignment is required to be delivered by 2031, as identified in the IDP, and it is considered that this land will be secured by WCC within the timescales required. A separate connection can be made in place of Potsford Dam, if needed, via B4642. There is nothing before the Council that would suggested that the road will not be delivered.

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					<p>2016 has not been undertaken, respondent quotes local plan on DS9 then states that Policy DS9 contravenes NPPF paragraph 154 “Only policies that provide a clear indication of how a decision maker should react to a development proposal should be included in the plan”, respondent quotes green belt constraints identified on delivery of DS9 by WCC- concern that details weren't confirmed prior to publication draft consultation; expansion to the South West would overload Potsford Dam roundabout suggesting its signalisation would be necessary which due to the alignment of the road and presence of railway bridge would create safety risks, alignment of B4642 would preclude a green buffer between the former railway line and Cawston Spinney, Policy DS9 contains two contending road alignments neither of which have been demonstrated to be feasible and one of which is known to pose safety risks. The inclusion of two possible road alignments does not offer the benefit of certainty to developers that the NPPF seeks to ensure. Rugby Borough Council’s case for a south western expansion of Rugby rests on achieving a connection between their proposed “SUE” and the Western Relief Road south of</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Potsford Dam Farm; Warwickshire County Council had raised doubts on the feasibility of this connection as early as December 2015; In March 2016 Warwickshire County Council stated that work on assessing the deliverability of this option was “vital” to ensuring that the Publication Draft was “viable and sound”; An assessment of the feasibility of this connection has either not been carried out or, if carried out, not published; and As a consequence policy DS9 does not provide clarity for developers and cannot be held to be effective as it is not known whether or not it can be implemented.</p>		
1431	Nick Dauncey (Jasbir Kaur)	WCC Highways	NA	DS9	<p>Preferred option for Strategic Link 2 (North to South) Option 1 - A4071 Potsford Dam Connection comprises a connection onto the A4071 south of Potsford Dam roundabout (Option 1) for the reasons outlined in paragraph 1.30 of the STA. provides considerable safety benefits WCC will submit further evidence on safety to support this view. Traffic & Road Safety Team would be strongly opposed to any further traffic using proposed signals on B4642 Coventry Rd which would arise under Option 2, and have recommended that Option 1 should be taken forward. WCC will provide further technical note on this.</p>		<p>Proposed Appendix 3 Infrastructure Delivery Plan and DS8 have been amended following consideration of this consultation response and the updated Strategic Transport Assessment (LP54.46 - 54.58 and LP54.120- 124).</p>

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1445	Steph Matthews	Natural England	NA	DS9	<p>Natural England notes that of the proposals an option appears to cut through an area of ancient and semi-natural woodland central to this proposed allocation. We refer you to our previous response which provided advice in regards to ancient woodland. It is important that in the planning of this site this area of important habitat is not only protected according to its status and ancient woodland but is connected as part of the retained and enhanced ecological networks, a policy vision set out in the proposed plan.</p>		<p>No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
1455 & 1900	Louise Steele	Framptons	DB Symmetry, Taylor Wimpey, Gallagher Estates, Richborough Estates and Warwickshire County Council	DS9	<p>Subject to technical justification, the Parties view is that the Spine Road Network will be delivered at the earliest opportunity.</p>		<p>Committed noted. 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).</p>

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1469	Clive Cotton	NA	NA	DS9	Bypass would alleviate problem, although this may take years		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
1480	D Cusworth	NA	NA	DS9	Traffic situation already horrendous. Long queues along Southam Road. No alternative route available. Incredible amount of new housing and impact not fully felt yet. Traffic around Dunchurch will be pushed further into an intolerable gridlock situation. New road planned is vital, but a significant amount will still inevitably flow onto existing roads in Dunchurch. Roads already busy and destroying character of village and causing unacceptable levels of pollution.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

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1482	D Gray	NA	NA	DS9	<p>Part of STA contains proposal for SW Link road that may reduce pressure on Dunchurch crossroads. However this would not be started until 1500 houses have been erected.. Funding dependant on developers. Seems to be late and wishful thinking for a junction that is AL already significantly over capacity and with air pollution at dangerous levels. RBC demonstrating reckless indifference by choosing to ignore conclusions of the STA. Disregard of impact large scale housing will have.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017</p>

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1488	D Palmer	NA	NA	DS9	Excessive highway congestion that creates unacceptably high levels of air pollution known to exist at Dunchurch Crossroads. Levels of pollution above maximum EU safe threshold which leads to believe DS8 is unsound and inconsistent with National Planning Policy, in particular para 124.		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. 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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1489	David Ralph	NA	NA	DS9	<p>Plan for road improvements vague in the Plan. RBC should have a good, workable, sustainable plan for transport improvement for the whole of the area and require develops fund it. Not just piecemeal bits in the immediate vicinity of their interest. Their development will add traffic to the whole Rugby congestion problem, not just at their immediate front door.. No thought in the plan for a joined up proposal nor timetable to improve transport infrastructure around Rugby and Southwest specifically. Need for houses is highly suspect. RBC has to start with an effective traffic plan which is not evident in this Local Plan proposal.</p>		<p>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. 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. 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).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1489	David Ralph	NA	NA	DS9	<p>Air Quality - Two worst points, Dunchurch crossroads and the gyratory do not have any planned mitigation proposed in the Local Plan. Ashlawn Road proposed traffic mitigation is to add a 3rd lane southbound of A426 at the Dunchurch crossroads to supposedly ease congestion.. Even if it works, which is highly unlikely, this will lead to an increase in the number of vehicles and the resultant pollution will increase, not decrease. Appears to be reliance on car manufacturers producing more efficient/less polluting vehicles, but the volumes of cars will exacerbate poor air quality.</p>		<p>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. 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). The gyratory system was assessed as part of the STA; Warwickshire County Council have not identified the gyratory as a constraint on development.</p>

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1489	David Ralph	NA	NA	DS9	Traffic congestion. Particularly bad on A426 at Dunchurch crossroads. High proportion of HGVs. That is even before the various Southwest developments approved and planned impact on the current poor situation.		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 as 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).

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1494	D Mottershead	NA	NA	DS9	<p>Traffic congestion and associated air pollution direct consequence of unsustainable growth and Dunchurch crossroads is now of critical concern for the health and safety of local residents. Live on Southam Road by Dunchurch Hall and traffic levels during rush hour are almost unbearable. At other times when traffic is flowing more freely many drivers disregard the speed limit and go twice this speed.</p>	<p>Latest Local Plan is seriously flawed and urgently needs to be reviewed, revised or scrapped.</p>	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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1498	D R Daniel	NA	NA	DS9	<p>If Dunchurch by-pass from Hillmorton area is required would seem more sensible to propose a southern link to a new junction on the M45 near Barby. The infrastructure and travel aspects of the Plan appear poorly considered and need further review.</p>		<p>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 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>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1498	D R Daniel	NA	NA	DS9	Infrastructure issues of such a large development away from centres of employment or retail services remains a concern which I believe makes the Local Plan unviable.		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.
1498	D R Daniel	NA	NA	DS9	If road improvements prohibitive and not planned this would be major weakness in the plan.		The IDP contains all of the proposed mitigation to support the growth in the Local Plan. The STA identifies the SW Rugby link road as essential infrastructure and as such has specific policy designation and identified on the proposals map. DS9 and the IDP specify the phasing of how it should come forward against the HT to ensure it fully mitigates against the planned growth.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1498	D R Daniel	NA	NA	DS9	Poor location and transport links:		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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).</p>
1507	D Stringer	NA	NA	DS9	<p>Expense of Western relief road appears to be waste of money. Impact another development outskirts of historic village. All traffic needing to come straight through the centre. Traffic incessant through centre of village busy times slow long queues are slow. Would become much worse, congestion atrocious. Lack of infrastructure. Cycling paths and footpaths would become unsafe. Dunchurch already unacceptably high pollution level</p>		<p>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</p>

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					<p>and creating worst pollution in Rugby area. Would rip to potentially dangerous level for people who live here and environment. Loss of productive farmland and wildlife habitats. Dunchurch is protected village with historic buildings and cottages, a memorial, a village green, the stocks, the church, coffee shops. Propel visit for these things and there are walkers and ramblers. More development nearby would ruin this and village would be lost in urban sprawl. Hospital in Rugby always busy. What about schools, GPs and Dentists? Proposed development not to meet Rugby's own housing need which is already met but to cater for overspill from Coventry. Why was the Walsgrave site removed from the plan. Why can this not be reinstated. Is Dunchurch and history not worth protecting. Does our country not want to preserve its buildings and heritage where possible?</p>		<p>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. 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.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.The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>

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1517	E Chabli	NA	NA	DS9	<p>Large proportion of traffic travelling through the Dunchurch crossroads runs from Rugby centre in the Southam direction towards the M1 and M40. Vulnerable people live in the village yet the pollution at the cross-roads already higher than EU limits. Crossroads are a congested pinch point and the proposed road plan does not reduce traffic levels at the cross roads themselves.</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory.</p>

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1517	E Chabi	NA	NA	DS9	<p>If massive traffic gridlock and pollution occurs at the cross roads due to local plan policies DS*, DS9 and DS10 conservation sites will be put at risk of degradation and damage. Transport modelling contradicts village residents' understanding of local traffic flows. Currently proposed link road does not address the demand for north-south routing in the Southam direction. To place a secondary and primary school along Cawston Lane plus additional 3 schools in the plan will cause traffic chaos along Cawston Lane, especially at pick up and drop off times. Traffic from Lodge Farm Village will run directly on to A45 up to afflicted Dunchurch cross-roads rather than underused M45. Draft plan for DS8 is unsound and contradicts NPPF para 124.</p>		<p>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 suggest 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. 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.</p>

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1521	E Jones	NA	NA	DS9	Particular concern is Dunchurch Cross roads. Whilst construction of SW link road welcomed, scale of relief within Dunchurch centre is in doubt. Junction already running significantly over capacity and air quality pollution at dangerous level. Council demonstrating reckless indifference to quality of residents' lives .RBC chosen to ignore conclusions of STA and disregard negative impact such large scale housing plans will have on roads within the Borough.		The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
1521	E Jones	NA	NA	DS9	Dunchurch is historic village that attracts many visitors. Parking is a great issue and traffic has always been a major problem, Living on Southam Road is extremely busy with a continuous flow of traffic. It is unsafe and unhealthy. Constantly congested at present, without extra traffic resulting from the building of unnecessary housing. Driving around Rugby is a nightmare without extra traffic and housing. Constant queues and blockages, in particular at the Gyrotory, Potsford Dam roundabout or the A4071/Straight Mile junction (opposite Blooms). Queues up to the Dun Cow junction, Dunchurch are appalling and moving the statue to widen the road will only cause bottle		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. Proposed Appendix 3 Infrastructure Delivery Plan and DS9 have

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					<p>necks further back. Do not need any more congestion, it's bad enough. Especially in light of Brexit. Cawston has grown beyond belief - infill housing has continued to increase in and around Dunchurch and Rugby. Think about the environment, residents, safety, pollution, green land. Enjoy riding and walking and soon there will be no fields left to enjoy in this area. Plus the local habitat for animals and creatures. Not pleasurable with constant noise and pollution from traffic.</p>		<p>been amended following consideration of this consultation response and the updated Strategic Transport Assessment (LP54.46 - 54.58 and LP54.120- 124). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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.</p>

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1522	E Kirkland	NA	NA	DS9	<p>Part of the Strategic Transport Assessment (STA) contains the proposal that a South West Link Road will be constructed that may reduce pressure on the Dunchurch (Dun Cow) cross roads. However, information, that the construction of this road would not be started until at least 1500 new dwellings have been erected in the area, is of major concern and suggests that the funding for the road may be dependent on developers paying for it. That, it seems to me, is a bit late and rather too full of wishful thinking for a junction already running significantly over capacity, and with air quality pollution levels at dangerous levels, according to EU legislation. It is obvious, therefore, that the Borough Council is demonstrating a reckless indifference to the quality of Dunchurch resident's lives by choosing to ignore the conclusions of the STA. Its decision to disregard the negative impact that such large scale housing plans will have on roads within the Borough, but especially Dunchurch, is culpable.</p>		<p>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. 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.</p>

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1538	Dr P Cooper, Mr F A Cooper, Mrs B Y Cooper	NA	NA	DS9	<p>DS9: Vague or non-existent details of spine road. Question whether road can be delivered in timeframe of plan. Effect on quality of life. Purpose not clear. Congestion. No Transport Assessment for public scrutiny. How will connect to existing infrastructure. Should be called bypass. Pollution. Change character of area and create noise, pollution and a hazard. Design difficulties. Unworkable. Already busy during school times. Inconsistent with NPPF. Plan lacks clarity and is sparse. Lack of practical details, Maps have insufficient detail. No data on design. Not convinced of buffer between Dunchurch and Rugby. Some residents not being afforded buffer.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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1547	G A Polley	NA	NA	DS9	<p>Two obvious problems with proposals to solve difficulties at Dunchurch cross roads. 1: Cawston to Dunchurch and thence to Thurlaston roundabout unnecessary. Clear answer is to build a road from the end of the Western Bypass at Potsford Dam to the Thurlaston Roundabout, thus making full use of Western Bypass. To overcome Crick Bridge - remove bridge and cut through for dual carriageway or build flyover (too much disruption). Country walk can be accommodated by either. 2: Why has the proposal to build a road from the Ashlawn Road to the roundabout on the A45 below Dunchurch allowing traffic that needs to travel to Daventry and beyond avoiding Dunchurch cross roads. Destruction at Dunchurch cross roads and loss of village integrity. Prospect of planning blight around Dunchurch/Bilton.</p>	-	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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. 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).</p>

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1563	G Wood	NA	NA	DS9	<p>Plan will put too much strain on the roads in and out of Dunchurch causing jams and delays. Infrastructure appears inadequate and I am concerned that the pleasant historic centre of Dunchurch will be spoilt forever. Also concerned that the lovely country walks through Northampton Lane and the surrounding fields will be destroyed forever.</p>	Withdraw DS8 and DS9	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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1667	Jonathan Seager	NA	NA	DS9	<p>Aware of the volume of traffic through Dunchurch and at crossroads, at a loss to understand how current proposals will not make volume of traffic and pollution levels even more unacceptable. Reconsider the sustainability of the proposed developments.</p>		<p>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. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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1696	Katherine Walls	NA	NA	DS9	<p>Fails to meet NPPF requirements relating to traffic congestion, excessive car journeys and pollution.</p> <p>Fails to meet NPPF requirements relating to mammals and invertebrates.</p>	<p>Proposed spine road should be augmented and extended to release excessive levels of local traffic away from the developed area. Green corridor should be extended to link Cock Robin Wood with other conservation areas and across the new road network to Cawston Woods.</p>	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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. 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). . Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications.</p>

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1869	Michael O'Connell	Amec Foster Wheeler	Warwickshire County Council	DS9	Support the proposal for a new spine network road however the policy as worded is prescriptive for the route of the road. We would wish to see the policy enable flexibility in the route of the road as the Masterplan SPD is still in preparation. WCC are a significant land owner and land in the allocation has the potential to meet significant proportion of development needs for the plan period.	Wording of the policy should be amended so that it refers to the route of the spine road generally according with the route shown in the plan.	The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No alteration is required. Details to be finalised during the Planning Application phase.
1903	Haydn Jones	Richborough Estates	NA	DS9	Support the SW Rugby allocation (as per rep on DS8) and within this support the spine network road in Policy DS9. Do have concerns over soundness of parts of Policy DS9 though relating to: flexibility of the route; the Potsford Dam Farm connection being outwit the allocation; and, conflict between the East-West spine road route in the publication draft local plan and the draft Masterplan SPD. Flexibility required so that land is allocated to facilitate the delivery of the spine road, rather than land allocated for the exact alignment, which will emerge through the submission of planning applications. Do not believe that the Potsford Dam link is necessary to facilitate the allocation or that is has been adequately justified in technical terms. The spine network road as broadly shown on the draft development framework		Comments noted however no further action considered necessary. Policy has been formulated in relation to evidence base and is considered to be sound.

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					plan is wholly appropriate to deliver the allocation and mitigate impacts on the highway network.		
1909	Paul Hill	RPS	St Modwen	DS9	No objection exists to the principle of the policy nor indeed to the principle of its delivery. It is however, noted that a short section (approximately 130m) of the indicative alignment of the link road is within the Green Belt. It is not clear from the highway evidence that the element of the road infrastructure within the Green Belt, having regard to other potential non-Green Belt options has been fully justified and therefore the necessary Exceptional Circumstances demonstrated.	There are no text changes recommended, however clear justification of development within the Green Belt would need to be presented should this option be carried forward by the Council.	Comment noted.

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1920	George Percy	Sworders	Richard Hayward and Mary Owen	DS9	<p>The clients land is within the South West Rugby allocation and is crossed East to West by the proposed spine road as shown in Policy DS9. Clients support the principle of DS98 however they understand there is an expectation for landowners to deliver the spine road that crosses their land. Discussions between the developer and landowner are ongoing but the layout of the spine road as proposed is undeliverable. The client has had no input into the South West Rugby Masterplan document, which has implications for any future compulsory purchase.</p>	<p>Varying the plan or the developer reaching an agreement with the client. The South West Rugby Spine Road DS9 should be shown on the plan on page 32 aligned. The Local authority should seek to engage with the landowner- who are not represented by the promoter</p>	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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).</p>

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1937	Sally Stroman	Smith Jenkins Ltd	Sally Stroman	DS9	Policy DS9 is unsound because its inconsistent with the masterplan and DS8. There is no certainty as to road alignment, how it relates to the separation buffer and the number of local junctions it will be expected to serve- the Transport Assessment warns it should not have multiple junctions.	Development and road between Cock Robin Wood and Alwyn Road should be deleted.	Comment noted. 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. D8 contains specific requirements regarding a buffer around Cawston Wood. Additional modification LP54.35 and LP54.43 require a woodland management plan to be contained within the SW Rugby SPD and to support planning applications.

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1937	Sally Stroman	Smith Jenkins	Sally Stroman	DS9	Policy DS9 is unsound because it is potentially ineffective and inconsistent with the masterplan and Policy DS8. There is no certainty as to the road alignment, how it relates to the separation buffer, and the amount of local junctions it will be expected to serve. The Transport Assessment submitted in support of the plan warns that the route should not have multiple junctions or its benefits will be diminished. This should be reflected in both Policy DS9 and the masterplan with the development and road between Cock Robin Wood and Alwyn Road deleted from the plan.	Both Policy DS9 and the masterplan should include a route that serves only a minimal amount of development between the A426 and Alwyn Road	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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
1978	Antony and Susan Kember	NA	NA	DS9	We object to the proposed Local Plan as we believe it can only have a further detrimental effect on the traffic volumes in Dunchurch village centre, which will inevitably lead to cars queuing at the traffic lights creating dangerously higher levels of NO2. NO2 is extremely dangerous creating respiratory problems and recent research indicates a link to Alzheimer's Disease. Additional bypasses are required from that identified within the Local Plan prior to any development in the SW such		The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory.

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					<p>as a new bypass taking traffic from the A45 at Disbar Fields across to the East joining up with the A426 at Cock Robin island and a A426 Eastbound bypass with a link south west of Dunchurch taking traffic from A426 Southam Road at Toft linking up to the Disbar Fields Island and thus to Cock Robin Island A426. Without this sort of infrastructure the proposed developments will be unsustainable and create a huge upturn in existing NO2 levels and health issues in Dunchurch village centre. In addition to the bypasses there must be a ban on heavy goods vehicles in the village centre. Without addressing the need for more bypasses of Dunchurch than already proposed in the plan would be a blatant and irresponsible disregard for the serious air quality health issues affecting people living, working and visiting central Dunchurch. Proposal to Create an additional Traffic Lane at The Dun Cow Crossroads A426 would impact on the Conservation area and result standing traffic thus impacting on air quality even further. Further to this road and signage should be more in keeping with in the conservation area.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
2061	Peter Steer	NA	NA	DS9	<p>New junction at A426 for spine road will exacerbate existing traffic congestion and associated air pollution impacts (which already exceeds legislation); access for new development off A426 will exacerbate issues as will residents of 5,000 new homes shopping at Sainsbury's; SW allocation will serve as a dormitory for Coventry resulting in heavy use for the road for commuting; warehousing would be visually unappealing as an entrance to a housing area; more appropriate to extend existing industrial units off A45 utilising existing access roads</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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. 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).</p>

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2077	Peter Walls	NA	NA	DS9	Local Plan contrary to NPPF paragraphs 30, 34, 37, 95, 120 & 124 concerning traffic congestion and excessive car journeys and NPPF paragraphs 114 to 119 with regard to mammals & invertebrates;	The proposed main Spine should be extended to release excessive levels of local traffic out to bordering main routes; The green corridor should be extended to link Cock Robin Wood with all the surrounding conservation areas with tunnels and/or bridges to traverse the new road network, particularly across to Cawston Woods.	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.
2153	Rachel Gower	NA	NA	DS9	Grave concerns about the proposed development to the South West of Rugby. Developers are not taking advantage of the planning permission already granted for the Rugby Radio Masts. Agree with DDC more acceleration of brownfield land before committing countryside.	This policy should be dropped.	The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period.

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2154	Robert Green	NA	NA	DS9	Concerns about the Strategic Transport Assessment and the actual effect of the Plan on Dunchurch cross roads. Junction already running significantly over capacity, air quality pollution levels at unacceptable levels the Borough Council is demonstrating a complete disregard to the quality of Dunchurch residents' lives and the protection of a historical village.		Policy has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF para 30 and 124 as mitigation proposes significant improvement on traffic congestion and air quality as demonstrated in the STA. (Therefore amendments not considered necessary or suitable).
2273	D Creery	NA	NA	DS9	So called essential new road network in the Southwest will not begin until 30% of dwellings have been completed and then presumably the initial extent will be at the judgement of the builders. Roads are already heavily congested without the addition of construction vehicles - and 30% new homes.		The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.

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1455 & 1900	Louise Steele	Framptons	DB Symmetry, Taylor Wimpey, Gallagher Estates, Richborough Estates and Warwickshire County Council	DS9	Parties recognise and agree that infrastructure will need to be delivered in parallel with delivery of new housing and employment, albeit that it will be necessary for some development to come forward in advance of this in order to fund and generate demand for the new facilities in order that they are viable. Parties do not consider that Potsford Dam link necessary to facilitate delivery of S W Rugby, or that its provision has been adequately justified in technical terms. This link would require the release of Green Belt land to facilitate its delivery. Parties continuing to discuss other access solutions with WCC as highways authority, but consider spine road network currently shown on draft development framework Plan in draft S W Rugby Masterplan SPD is wholly appropriate to facilitate delivery of allocation and mitigate impacts on highways network.		Comment noted. The updated STA shows the necessity for the Potsford Dam link as part of the SW Rugby. Currently the land required to deliver this alignment is outside the site allocation boundary. This alignment is required to be delivered by 2031, as identified in the IDP, and it is considered that this land will be secured by WCC within the timescales required. It is acknowledged within the supporting text for DS9 that a separate connection can be made in place of Potsford Dam, if needed.
1	Karl Quinny	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments

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					<p>actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>(contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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2	B L Hawkins	NA	NA	DS10	<p>Accepts the need for housing but there are already sufficient sites with planning permission that will largely satisfy the allocation. Object to Lodge Farm no assessment as to why a green field site outside the development strategy is required to achieve compliance with the NPPF. No analysis as to why existing permission and infrastructure cannot be brought forward, without this DS10 cannot be justified. No evidence that DS10 will actually increase delivery or delivery rate within the plan period. Site at Walsgrave Hill Farm belatedly removed is a more sustainable site to meet Coventry's overflow. The decision to remove it is contrary to the argument that additional allocations are necessary or justified.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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3	B W Hawkins	NA	NA	DS10	<p>Accepts the need for housing but there are already sufficient sites with planning permission that will largely satisfy the allocation. Object to Lodge Farm no assessment as to why a green field site outside the development strategy is required to achieve compliance with the NPPF. No analysis as to why existing permission and infrastructure cannot be brought forward, without this DS10 cannot be justified. No evidence that DS10 will actually increase delivery or delivery rate within the plan period. Site at Walsgrave Hill Farm belatedly removed is a more sustainable site to meet Coventry's overflow. The decision to remove it is contrary to the argument that additional allocations are necessary or justified.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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5	Lorna Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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5	Lorna Earle	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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5	Lorna Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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5	Lorna Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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5	Lorna Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA5 with the reasoning covering the following: site will not reduce crime or the fear of crime and already stretched resources of rural policing in RBC will have a negative effect.</p>		<p>No change required. Warwickshire and West Mercia Police have been informed of the policy requirements. Phase 1 habitat survey has been informed of site selection. No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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5	Lorna Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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5	Lorna Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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5	Lorna Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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5	Lorna Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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5	Lorna Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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5	Lorna Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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5	Lorna Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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5	Lorna Earle	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
5	Lorna Earle	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA9 with the reasoning covering the following: Site will have a negative impact by using a green field site losing resources from the		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Further detailed ecological detailed reports will be submitted as part of any future applications. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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					local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic.		
5	Lorna Earle	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA15 with the reasoning covering the following: Site will have a negative impact on air quality and increase pollution. STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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5	Lorna Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
5	Lorna Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA13 with the reasoning covering the following: site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
5	Lorna Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA16 with the reasoning covering the following: site will have a negative impact on vulnerable wildlife and farmland bird populations.</p>		<p>No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
6	Mrs I Overton	NA	NA	DS10	<p>Accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. Walsgrave Hill Farm site would provide a more sustainable site to meet housing overflow from Coventry. The decision to remove this proposed allocation is contrary to the argument that additional allocations are necessary or justified.</p>		<p>The NPPF states a plan period of 15 is preferable, not a requirement. The growth proposed for allocation within the plan exceeds the plan period. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.</p>

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7	Janet Rowley	NA	NA	DS10	<p>Lodge Farm development would be in the wrong place and would be detrimental to the environment including flooding and pollution. More traffic along a road which is a high risk traffic area. Even at half the size it would inevitably grow, how does this housing help Coventry which is so far away.</p>	Please scrap this plan	<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. 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). DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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11	Susan Waddington	NA	NA	DS10	The Plan is flawed as drivers will take the quickest route into Rugby despite Dunchurch already being bottlenecked; Lodge Farm residents are likely to find employment at DIRFT resulting in additional traffic through Rugby and Kilsby which is already burdened by traffic; increased traffic would result in additional risk of accidents on the A45 in both directions;	Plan is fundamentally flawed and should be reconsidered	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
11	Susan Waddington	NA	NA	DS10	Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused</p>		<p>South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the</p>

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					<p>delivery strategy would make better use of existing infrastructure.</p>		<p>housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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11	Susan Waddington	NA	NA	DS10	Lodge Farm an unsustainable location where travel will be reliant in the private car with little public transport provision- contrary to the principles of a garden village; site is remote and has no relationship to the Coventry or Rugby urban areas; due to the flat nature of the site the proposed development would have a major impact on the landscape character which could not be mitigated in the short/medium term; site has no previous use or merit, the site lacks definition so would be open to infill and expansion;	Remove DS10	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.

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11	Susan Waddington	NA	NA	DS10	DS10 contrary to NPPF Paragraph 17 due to the distance to the main urban area, particularly for walkers and cyclists; public transport could be increased but would still be reliant on private cars for journeys to work and leisure facilities;	Remove DS10	The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.

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11	Susan Waddington	NA	NA	DS10	<p>NPPF requires evidence base and sustainability assessment of the sites to be available as part of the decision making process- Lodge Farm was substituted for Walsgrave Hill Farm at the beginning of 2016 when no SA was available- delivering a sustainability appraisal after making the decision to include Lodge Farm begs the question as to whether the evidence was made to fit the decision , especially when the evidence base is missing: lack of information on ecology, lack of evidence on highways deliverability, no conclusive transport assessment, no phase 1 Ecology Assessment, no utilities assessment e.g. sewer capacity/ treatment, no landscape assessment, no detail on heritage or archaeology information; no site investigation information; no agricultural land classification report; no flood risk assessment, lack of evolved masterplan/developed framework;</p>	Remove Lodge Farm	<p>The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. All relevant service providers have 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.</p>

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11	Susan Waddington	NA	NA	DS10	<p>DS10 contrary to NPPF Paragraph 30 "Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport", Paragraph 34 "Plans and decision should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised"; Paragraph 38 "For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site"; Lodge Farm is not adjacent to the main urban area and would not include any additional employment land residents would therefore travel to work throughout the sub-region (Rugby, Daventry, Coventry etc.), although public transport could be increased evidence from around the UK indicates heavily reliance on the private car;</p>	Remove DS10	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
11	Susan Waddington	NA	NA	DS10	Introducing Lodge Farm as a replacement for the Walsgrave Hill Farm site- delivering 825 homes, 15 miles from Coventry means Rugby will fail in this commitment in the MoU to deliver 2,800 homes within the plan period to meet Coventry's need; Warwick District Council submitted their plan for examination but failed to deal directly with their obligation to provide for Coventry's overspill resulting in the examination being paused and the plan being sent back to WDC causing a 1 year delay and the allocation of green belt sites near Coventry at Kings Hill and Westwood Heath; Local Plan unsound as it does not directly deal with RBCS obligations to Coventry under the MoU, unless Walsgrave Hill Farm is re-instated and Lodge Farm removed;	Remove Lodge Farm	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.

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11	Susan Waddington	NA	NA	DS10	<p>Can sub-housing market area cope with the 12,700 homes RBC is allocating to the South West or South East of the town over the next 20 years?; no evidence exists in the Local Plan that this issue has been through of or the impact assessed; housing trajectory demonstrates that development sites deliver slowly due to a lack of demand e.g. Rugby Mast Site only has 3 developers and is anticipated to have less than 6,000 home allocation; housing numbers in the plan increasing from 558 in 2017-18 to 1,314 in 2020-21 and 1,222 in 2021-22- the housing background paper calls this target 'aspirational'- if these homes aren't delivered the Borough will not have a 5 year housing land supply within the first 5 years of the plan;</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA9 with the reasoning covering the following: Site will have a negative impact by using a green field site loosing resources from the local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Further detailed ecological detailed reports will be submitted as part of any future applications. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA5 with the reasoning covering the following: site will not reduce crime or the fear of crime and already stretched resources of rural policing in RBC will have a negative effect.</p>		<p>No change required. Warwickshire and West Mercia Police have been informed of the policy requirements. Phase 1 habitat survey has been informed of site selection. No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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13	Maurice Earle	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
13	Maurice Earle	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
13	Maurice Earle	NA	NA	DS10	<p>facilities; site has lack of public transport.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA16 with the reasoning covering the following: site will have a negative impact on vulnerable wildlife and farmland bird populations.</p>		<p>No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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13	Maurice Earle	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA15 with the reasoning covering the following: site will increase pollution and have a negative impact on air quality.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
13	Maurice Earle	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA13 with the reasoning covering the following: site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					areas and the site will cause a major impact on the existing characteristics.		
13	Maurice Earle	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA16 with the reasoning covering the following: site will have a negative impact on vulnerable wildlife and farmland bird populations.		No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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13	Maurice Earle	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA16 with the reasoning covering the following: site will have a negative impact on vulnerable wildlife and farmland bird populations.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
13	Maurice Earle	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		
13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA13 with the reasoning covering the following: site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA9 with the reasoning covering the following: Site will have a negative impact by using a green field site loosing resources from the local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Further detailed ecological detailed reports will be submitted as part of any future applications. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
13	Maurice Earle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA5 with the reasoning covering the following: site will not reduce crime or the fear of crime and already stretched resources of rural policing in RBC will have a negative effect.</p>		<p>No change required. Warwickshire and West Mercia Police have been informed of the policy requirements. Phase 1 habitat survey has been informed of site selection. No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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13	Maurice Earle	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
13	Maurice Earle	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
13	Maurice Earle	NA	NA	DS10	<p>facilities; site has lack of public transport.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
15	Peter Huggett	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
16	Bridie Macleod	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA</p>

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					<p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
17	Torquil Macleod	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
18	Christina Macleod	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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					<p>cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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20	Oliver Clemons	NA	NA	DS10	DS10 does not meet Rugby's obligation to meet Coventry's need; delivering 835 homes 15 miles from Coventry falls short of 2,800 Rugby is required to provide and does not directly deal with RBCs obligations under the MOU with Coventry.		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.
20	Oliver Clemons	NA	NA	DS10	DS10 is inconsistent with NPPF Paragraphs 30 (LPAs should support a pattern of development which facilitates the use of sustainable transport), Paragraph 34 (developments should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised), Paragraph 38 (for larger scale development planning should promote a mix of uses in order to	Lodge Farm rejected and Walsgrave Hill Farm re-instated	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and

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					<p>provide opportunities to undertake day-to-day activities including on-site work). Lodge Farm is contrary to the NPPF as it is in a rural location not alongside a main urban area and not provide employment opportunities for residents. Residents would have to travel to Rugby, Coventry, Daventry, Leamington etc. for work. Residents will be reliant on cars as there is limited public transport.</p>		<p>other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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22	L.M.A Gerrard	NA	NA	DS10	<p>Accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period.</p> <p>Walsgrave Hill Farm site would provide a more sustainable site to meet housing overflow from Coventry. The decision to remove this proposed allocation is contrary to the argument that additional allocations are necessary or justified.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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25	Alan Dunstone	NA	NA	DS10	SA13 - fields are listed as being an excellent example of ridge and furrow.SA14- A45 listed as a traffic blackspot and will be made worse-SA12 area is prone to flooding	Totally unacceptable to the entire local community and loss of agricultural land. Why has the Coventry Plan for the development of Walsgrave triangle been rejected after millions of pounds were invested upgrading the road facilities in that area.	LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
26	The Occupier	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3,SA4,SA6, SA7, SA8,SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and		No Changes Required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning

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					<p>consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>application stage. The site is considered capable of meeting its policy requirements.</p>

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28	Emma Childs	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
28	Emma Childs	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

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					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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28	Emma Childs	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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28	Emma Childs	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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29	Jessica Childs	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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29	Jessica Childs	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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29	Jessica Childs	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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29	Jessica Childs	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
34	Christopher Suffell	NA	NA	DS10	High Infrastructure cost will increase the housing costs. Will attract commuters who will drive to the station or workplace not spend their money in Rugby. This will impact burden on rural roads, increasing pollution which is already unacceptable levels in Dunchurch and surrounding areas, without benefit to the economy of Rugby. Traffic increase through Dunchurch with residents accessing health, retail and education facilities in Rugby. Proposed site is located in an area subject to flooding which will be exacerbated by connecting over proportions of Green Field.	Remove lodge farm from the Plan	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. The STA June 2017 updated the September 2016 STA by increasing the modelled area so

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>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, which are contained within the modification IDP. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>
34	Christopher Suffell	NA	NA	DS10	<p>High Infrastructure cost will increase the housing costs. Will attract commuters who will drive to the station or workplace not spend their money in Rugby. This will impact burden on rural roads, increasing pollution which is already unacceptable levels in Dunchurch and surrounding areas, without benefit to the economy of Rugby. Traffic increase through Dunchurch with residents accessing health, retail and education facilities in Rugby. Proposed site is located in an area subject to flooding which will be exacerbated by connecting over proportions of Green Field.</p>	Remove lodge farm from the Plan	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will</p>

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							<p>become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP. The Local Plan is supported by a Flood Risk Assessment and the site is located within flood zone 1. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
35	D J Dunkley	NA	NA	DS10	<p>Absence of any assessment as to why provision needs to be made on a Greenfield site in a location outside of its development strategy to achieve compliance with the NPPF. The plan acknowledges the significant supply of existing permissions/allocations and how this is expected to be delivered. Does not explain why delivery of existing allocation and infrastructure connected with it could not be brought forward. Without this, DS10 cannot be justified. No evidence that DS10 will increase delivery within plan period.</p>		<p>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. No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
36	K J Skipp	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
36	K J Skipp	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
44	Andrea Hughes	NA	NA	DS10	Fails to accord with NPPF para50 as Lodge Farm will provide insufficient social and specialist housing due to the cost of the developing the site which is in a remote location.		No change required. The Local Plan has been informed by an STA which identifies that flows through Dunchurch will be reduced as a result of the strategic mitigations identified as contained in the IDP. There is nothing before the Council that suggests that the affordable housing target cannot be achieved by the site.
44	Andrea Hughes	NA	NA	DS10	Lodge Farm will increase traffic in Dunchurch which is already a pinch point and has a AQMA.		No change required. The Local Plan has been informed by an STA which identifies that flows through Dunchurch will be reduced as a result of the strategic mitigations identified as contained in the IDP.
44	Andrea Hughes	NA	NA	DS10	Plan does not contain adequate provision for public transport this will result in more car trips to services, issue of rat run and increased traffic on the a45 potential for crashes and serious injury		No change required. Policy DS10 requires the delivery of public transport and without such delivery any such planning application would not accord with the policy. WCC highways have informed the allocations of the Local Plan and not raised the route as being an areas that cannot accommodate growth due to safety concerns.
44	Andrea Hughes	NA	NA	DS10	Plan does not contain adequate provision for public transport and services are not within walking distances which will result in more car trips to services which will have an impact on air pollution with Dunchurch already being an AQMA, impact on rural roads and lead to increase traffic on the A45 which is		No change required. The STA identifies strategic transport mitigations which will reduce flows through Dunchurch AQMA. WCC highways have informed the allocations of the Local Plan and not raised the route as being an areas that cannot accommodate growth due to safety concerns.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
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					already a high crash route		
44	Andrea Hughes	NA	NA	DS10	Lodge Farm located on an agricultural field, in a rural location with narrows and by the historic Willoughby and Grandborough. Fails to provide cyclists and horse riders. Development will result in increased traffic on rural roads impacting on cyclist and horse riders		No change required. The site selection has been informed by SHLAA and other evidence base documents which highlight that greenfield land is required to be released to ensure that the housing target can be met with flexibility and therefore a continuous five years supply of housing can be achieved throughout the plan period.
44	Andrea Hughes	NA	NA	DS10	Lodge Farm has no secondary school allocation and schools are currently full. There will be a need to bus children in to town school or parents driving their children resulting in further traffic at Dunchurch.		No change required. DS10 requires the delivery of public transport which will support the access to secondary school provision in the town.
44	Andrea Hughes	NA	NA	DS10	Development of the site will have an impact on birds, mammals, invert abates and plants. There will also be a loss trees and hedgerows. Results in loss of countryside will impact on residents.		No change required. The allocations of sites has been informed by HBA Phase 1 habitat surveys further ecological surveys will be required as per policy NE2.
44	Andrea Hughes	NA	NA	DS10	Lodge Farm will destroy the character of the historic villages such as Grandborough and Willoughby. The allocation will engulf these settlements impact on the rural character.		No change required. Policies contained within the Plan such DS10 and NE4 will require the landscaping of the site and the settlement will still maintain the rural character of the surrounding settlements. Account will also be had to the historic environment through policy SDC3 Protecting and enhancing the Historic Environment. No objection was received from Historic England regarding the site.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
44	Andrea Hughes	NA	NA	DS10	Lodge Farm is known to be prone to flooding, development of the site will take away land currently used as 'run-off' for flood waters which will result in increased flooding in low lying areas such as Grandborough and Willoughby which is already at a high risk of flooding.		No change required. Lodge Farm is located within Flood Zone 1. Any proposals for the site will need to ensure that flood risk is not increased further as per national policy and Local Plan policy SDC5/SDC6.
44	Andrea Hughes	NA	NA	DS10	Site will result in the loss of countryside, productive agricultural land. The area also supports a network of footpaths and bridleways used by local residents. The site would be better located on a brownfield site or edge of urban area.		No change required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
44	Andrea Hughes	NA	NA	DS10	Garden Village has no support, result in the loss of countryside, access off the A45 which is a high risk crash route and fails to provide adequate services.		No change required. Policy DS10 sets out the requirement for other forms of transport which reduces the reliance on the private car. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. WCC Highways have not indicated that the high crash route would prevent the development of the site.
44	Andrea Hughes	NA	NA	DS10	Lodge Farm will destroy the character of the historic villages such as Grandborough and Willoughby. The allocation will engulf these settlements impact on the rural character.		No change required. Policies contained within the Plan such DS10 and NE4 will require the landscaping of the site and the settlement will still maintain the rural character of the surrounding settlements. Account will also be had to the historic environment through policy SDC3 Protecting and enhancing the Historic Environment. No objection was received from Historic England regarding the site.

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51	Brian Thompson	NA	NA	DS10	<p>Area of proposed buildings subject to annual flooding contrary to government and insurance advice. Electricity supplies limited and expensive to augment. Water supplies from where? Pumping station pipelines distribution disposal. New sewage farm required? Outlet to Rainsbrook . Heating/ cooling by gas? Supplies inadequate. Some 20 years ago for Barby so what has changed are all house to be to fire heated? Telephone Dunchurch exchange has capacity? Very doubtful. Internet high speed (little change) Atmosphere - pollution from westerly wind will this to Barby as an asthmatic no thanks.</p>	Build it elsewhere if employment can be assured for so many persons.	No change required. The Local Plan is supported by a Flood Risk Assessment and the site is located within Flood Zone 1. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. The development will need to be supported by relevant infrastructure to ensure the delivery of the site.
52	D Clark	NA	NA	DS10	DS10 Lodge Farm In future we will need food and produce provided by local farms to feed the growing population.		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.
54	Hilary Honess	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery</p>		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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56	Young	NA	NA	DS10	<p>Accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. Walsgrave Hill Farm site would provide a more sustainable site to meet housing overflow from Coventry. The decision to remove this proposed allocation is contrary to the argument that additional allocations are necessary or justified.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
58	Anthony Ray	NA	NA	DS10	<p>The local plan is unsound as it does not directly deal with obligations under the MOU with Coventry unless it re-allocates the Walsgrave site and removes Lodge Farm. Sustainability appraisal evidence was not available at time of replacing Walsgrave site with Lodge Farm proposal. Plan proposes 12,700 dwellings to south of Rugby, can the sub-housing market area cope with the delivery of this. Increased delivery rates in plan are aspirational and if not delivered then plan will not have a 5 year housing land supply. Lodge Farm is an unsustainable location where travel will be predominantly by private car, site being remote to urban areas of Rugby and Coventry. The flat nature of the site means the development would have a huge impact on open character of the area; the site lacks definition or boundary and would attract ongoing infill and expansion - by contrast the Walsgrave site is well defined. 87% of respondents to Parish Council survey are against the proposal.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The Local Plan has been informed by an STA and the policies contained within the Plan will shape the development in terms of sustainable transport measures and the scale of the site.</p>
58	Joss Ray	NA	NA	DS10	<p>The local plan is unsound as it does not directly deal with obligations under the MOU with Coventry unless it re-allocates the Walsgrave site and removes Lodge Farm. Sustainability appraisal evidence was not available at time of replacing Walsgrave site</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>with Lodge Farm proposal. Plan proposes 12,700 dwellings to south of Rugby, can the sub-housing market area cope with the delivery of this. Increased delivery rates in plan are aspirational and if not delivered then plan will not have a 5 year housing land supply. Lodge Farm is an unsustainable location where travel will be predominantly by private car, site being remote to urban areas of Rugby and Coventry. The flat nature of the site means the development would have a huge impact on open character of the area; the site lacks definition or boundary and would attract ongoing infill and expansion - by contrast the Walsgrave site is well defined. 87% of respondents to Parish Council survey are against the proposal.</p>		<p>target. The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
58	Brenda Troman, Josh Ray, Anthony Ray, Alex Ray and Timothy Ray	NA	NA	DS10	Lodge Farm should be removed and Walsgrave Hill Farm should be re-allocated to ensure the Council are meeting its duty as set out in the MoU . SA for Lodge Farm was undertaken for after its selection and there was no evidence for the site. Lodge Farm will be reliant on the private car, remote with no relationship to Coventry and Rugby, landscape impact, site lacks definition and will be open to infill and expansion whilst the Walsgrave site will be contained preventing overspill in the Green Belt. There is a lack of support for the site		The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA. 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.
58	Alexander, Anthony, Alex, Timothy Ray and Brenda Troman	NA	NA	DS10	Disagrees with the SA objective 1,2,3,4,7,8,9,11,12,13,14,15 and 16 scoring for DS10 and rescores them accordingly. The reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; site is on a high crash route and access points to the site not agreed; no flood risk assessment and consideration of surface water flooding at zone	Remove Lodge Farm Policy From the Local Plan	No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. Any proposals for the site will need to accord with the policies contained within the plan. The infrastructure requirements for the sites have been informed by the relevant bodies such as NHS England and the CCG.

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					<p>susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; site will be a burden on existing services; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; there is no certainty over the delivery of onsite GP and commercial space; site not supported by relevant evidence base; no evidence that cycle network will be provided; modern village will be incongruent with existing historical villages and their settings, destroy farmsteads and impact on landscape character short to medium term; and the development of the site will not lead to habitat creation or conserve or enhance species diversity with it impacting on farmland bird population by the site acting as a barrier for species.</p>		

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58	Alexander, Anthony, Alex, Timothy Ray and Brenda Troman	NA	NA	DS10	<p>Plan is unsound for not meeting Coventry's need adjacent to the city's boundary following the removal of the Walsgrave site with Lodge Farm. SA to support the inclusion of Lodge Farm was undertaken after the decision to select the site and there is a lack of evidence to support the site. There is a significant increase in housing to the South of Rugby questions whether the sub area can cope and the anticipated completions will be required to be doubled. Lodge Farm residents travel will predominately be by private car with very little public transport, site is remote no relationship with Rugby or Coventry, will have a major impact on landscape character, lacks definition with open to infill and expansion unlike the Walsgrave site. There is a lack of support for the site in Grandborough the Parish where the site is located.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>
58	Timothy Ray	NA	NA	DS10	<p>The local plan is unsound as it does not directly deal with obligations under the MOU with Coventry unless it re-allocates the Walsgrave site and removes Lodge Farm. Sustainability appraisal evidence was not available at time of replacing Walsgrave site with Lodge Farm proposal. Plan proposes 12,700 dwellings to south of Rugby, can the sub-housing market area cope with the delivery</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>of this. Increased delivery rates in plan are aspirational and if not delivered then plan will not have a 5 year housing land supply. Lodge Farm is an unsustainable location where travel will be predominantly by private car, site being remote to urban areas of Rugby and Coventry. The flat nature of the site means the development would have a huge impact on open character of the area; the site lacks definition or boundary and would attract ongoing infill and expansion - by contrast the Walsgrave site is well defined. 87% of respondents to Parish Council survey are against the proposal.</p>		<p>approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.</p>

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58	Alex Ray	NA	NA	DS10	<p>The local plan is unsound as it does not directly deal with obligations under the MOU with Coventry unless it re-allocates the Walsgrave site and removes Lodge Farm. Sustainability appraisal evidence was not available at time of replacing Walsgrave site with Lodge Farm proposal. Plan proposes 12,700 dwellings to south of Rugby, can the sub-housing market area cope with the delivery of this. Increased delivery rates in plan are aspirational and if not delivered then plan will not have a 5 year housing land supply. Lodge Farm is an unsustainable location where travel will be predominantly by private car, site being remote to urban areas of Rugby and Coventry. The flat nature of the site means the development would have a huge impact on open character of the area; the site lacks definition or boundary and would attract ongoing infill and expansion - by contrast the Walsgrave site is well defined. 87% of respondents to Parish Council survey are against the proposal.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The Local Plan has been informed by an STA and the policies contained within the Plan will shape the development in terms of sustainable transport measures and the scale of the site.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
59	Timothy Ray	NA	NA	DS10	<p>Removing Walsgrave Hill Farm and introducing DS10 will mean RBC will fail to meet its obligations to meet Coventry's housing need under the MoU; Warwick District Councils plan was delayed for failing to provide for Coventry's overspill resulting in a delay to the plan and allocation of greenbelt land at Kings Hill and Westwood Heath. SA: NPPF requires evidence base and SA be made available as part of decision making process- delivering SA after decision to include DS10 begs the question as to whether evidence was made to fit the decision especially when so much of evidence base is missing: lack of information on ecology, highways deliverability, no conclusive transport assessment, no phase 1 Ecology Assessment, no utilities assessment e.g. sewer capacity/treatment, no landscape assessment, no heritage or archaeology information, no site investigation information, no agricultural land classification report, no FRA and no evolved masterplan; no evidence housing market area can cope with additional homes proposed, annual delivery rates rising from 558 2017-18 to 1,314 in 2020-21 and 1,122 in 2021-22 rely on SW Rugby allocation and housing background paper calls this target 'aspirational'- if these homes aren't</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA. All relevant service providers have been fully engaged in development of the Local Plan and infrastructure measures as contained within IDP. None have raised objections</p>

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					<p>delivered 5 year land supply under threat; Lodge Farm fundamentally unsustainable with travel predominantly by car with little public transport- contrary to principle of 'garden village', site is remote with no relationship to Rugby or Coventry urban areas. due to flat nature of site detrimental to landscape character with mitigation unlikely in short-medium term, no previous use or merit to set site apart from other locations, site lacks definition so will be open to infill and expansion in contrast to Walsgrave site</p>		<p>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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.</p>
61	Brenda Troman	NA	NA	DS10	<p>The local plan is unsound as it does not directly deal with obligations under the MOU with Coventry unless it re-allocates the Walsgrave site and removes Lodge Farm. Sustainability appraisal evidence was not available at time of replacing Walsgrave site with Lodge Farm proposal. Plan proposes 12,700 dwellings to south of Rugby, can the sub-housing market area cope with the delivery of this. Increased delivery rates in</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and</p>

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					<p>plan are aspirational and if not delivered then plan will not have a 5 year housing land supply. Lodge Farm is an unsustainable location where travel will be predominantly by private car, site being remote to urban areas of Rugby and Coventry. The flat nature of the site means the development would have a huge impact on open character of the area; the site lacks definition or boundary and would attract ongoing infill and expansion - by contrast the Walsgrave site is well defined. 87% of respondents to Parish Council survey are against the proposal.</p>		<p>other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
61	Brenda Troman	NA	NA	DS10	<p>Disagrees with the SA objective 1,2,3,4,7,8,9,11,12,13,14,15 and 16 scoring for DS10 and rescores them accordingly. The reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding</p>	<p>Remove Lodge Farm Policy From the Local Plan</p>	<p>Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing</p>

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					<p>nearby settlements; site is on a high crash route and access points to the site not agreed; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; site will be a burden on existing services; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; there is no certainty over the delivery of onsite GP and commercial space; site not supported by relevant evidence base; no evidence that cycle network will be provided; modern village will be incongruent with existing historical villages and their settings, destroy farmsteads and impact on landscape character short to medium term; and the development of the site will not lead to habitat creation or conserve or enhance species diversity with it impacting on farmland bird population by the site acting as a barrier for species.</p>		<p>planning permissions have taken place to inform deliverable housing trajectory. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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61	Brenda Troman	NA	NA	DS10	<p>Plan is unsound for not meeting Coventry's need adjacent to the city's boundary following the removal of the Walsgrave site with Lodge Farm. SA to support the inclusion of Lodge Farm was undertaken after the decision to select the site and there is a lack of evidence to support the site. There is a significant increase in housing to the South of Rugby questions whether the sub area can cope and the anticipated completions will be required to be doubled. Lodge Farm residents travel will predominately be by private car with very little public transport, site is remote no relationship with Rugby or Coventry, will have a major impact on landscape character, lacks definition with open to infill and expansion unlike the Walsgrave site. There is a lack of support for the site in Grandborough the Parish where the site is located.</p>		<p>The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of Sate 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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65	Max Clemons	NA	NA	DS10	Lodge Farm does not adequately meet Coventry's Housing need. Replacing Walsgrave Hill Farm with Lodge Farm fails to meet obligations under MoU as its 15 miles away from Coventry to the South of Rugby.	Walsgrave Hill Farm be re-instated	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.
66	Beryl Hallam	NA	NA	DS10	Concerned about the impact of traffic as a result of Lodge Farm. Where are the extra GPs, Doctors and bed space, struggle with care and affordable care homes where is this included within the plan. Why not convert empty town centre units into affordable homes as shops are moving into the countryside better location rather than young people travelling by car to work. Affordable care homes will also make up homes and free up hospital bed space. Where are the thousands of people coming from, where will they work and go to school		No change required. The number of dwellings is based on a compliant SHMA undertaken for the HMA. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. The Plan has been informed by the CCG in relation to GP surgeries and UCWH for hospital infrastructure as identified in the IDP.

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66	Beryl Hallam	NA	NA	DS10	The A45 is already a high crash route without the additional traffic entering and exiting Lodge Farm. Access points are yet to be determined. Unsustainable site for many reasons.		No change required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.
66	Beryl Hallam	NA	NA	DS10	Lack of local support the site is located in the parish of Grandborough where 87% of respondents to a survey undertaken by the Parish Council oppose the site.		Comment noted.
66	Beryl Hallam	NA	NA	DS10	Fundamentally it is a unsustainable location where travel will be predominately be by private car with very litter public transport use contrary to the purpose of a garden village. Site has no relationship with Rugby or Coventry urban areas.		The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Policy DS10 requires other forms of transportation reducing the reliance on the private car. The site is located within the HMA which it will be contributing towards.

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67	Roger Atkins	NA	NA	DS10	<p>NPPF requires evidence base and sustainability assessment of the sites to be available as part of the decision making process- Lodge Farm was substituted for Walsgrave Hill Farm at the beginning of 2016 when no SA was available; considers that the evidence was made to fit the decision as the evidence was produced after the decision was made; part of evidence base missing (ecology, highways deliverability- no conclusive transport assessment, no Phase 1 Ecology assessment, no utilities assessment, no landscape assessment, no detail on archaeology or heritage, no site investigation information, no agricultural land classification report, no flood risk assessment, lack of evolved masterplan)</p>	Remove DS10	<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA. All relevant service providers have 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. DS8 is almost entirely</p>

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							within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
67	Roger Atkins	NA	NA	DS10	The Strategic Transport Assessment is insufficient, invalid and limited as such the Lodge Farm sustainability assessment is unsound, Lodge Farm is not sustainable and the Local Plan is unsound; due to time constraints imposed on Vectos by RBC Lodge Farm is only included as an afterthought by way of a sensitivity test which is not appropriate for such a major alteration; Dunchurch Crossroads represents a serious impediment to the South of Rugby- Vectos advises any increase in traffic in this location would be 'highly undesirable', there is little capacity to make improvements in the area and they recommend the A45/M45 section of the South West Link Road (SWLR) is completed at the 'earliest opportunity' and in the interim locate housing away from the South West; RBC has not followed the Vectos approach by promoting delivery of Lodge Farm at the earliest possible date with an interim improvement to the Dunchurch	Remove DS10	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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.

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					crossroads- which has not been identified, modelled, costed or its impact on Listed Buildings and monuments assessed which are major omissions for what is a significant allocation within the Local Plan; severe consequences of routing vehicles through an area of high air pollution not considered;		
67	Roger Atkins	NA	NA	DS10	DS10 is inconsistent with national policy on sustainable transport, DS10 is contrary to NPPF Paragraphs 30, 34 and 38; Lodge Farm not adjacent to main urban area and would not include any additional employment land requiring residents to travel to Rugby, Daventry, Coventry etc. for work; although public transport could be increased evidence from around the UK indicates reliance on the private car;	Remove DS10	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the

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							<p>Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
67	Roger Atkins	NA	NA	DS10	<p>Lodge Farm is an unsustainable location which would be dependent upon cars contrary to the principles of 'garden villages'; site is remote with no relationship to Coventry or Rugby; due to flat nature of site will be detrimental to landscape character; site lacks definition so would be open to infill/expansion whereas by contrast the Walsgrave site is well defined with Coventry on one side, Ansty site to the other and Coombe Abbey; Survey by Grandborough Parish Council found 87% of respondents against the development</p>	Remove DS10	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help</p>

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							maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
67	Roger Atkins	NA	NA	DS10	Concern that the sub-housing market area cannot cope with the 12,700 homes proposed for the next 20 years; housing numbers reliant to the SW Rugby SUE coming forward- which the housing market background paper calls 'aspirational and if these homes are not delivered the Borough will not have a 5 year land supply during the first 5 years of the Plan;	Remove DS10	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
68	Nicola Hallam	NA	NA	DS10	Lack of local support; Grandborough Parish Council conducted a survey and 87% of the respondents were against the proposal		Comments noted - No action required

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68	Nicola Hallam	NA	NA	DS10	DS10 does not meet Rugby's obligation to meet Coventry's need; delivering 835 homes 15 miles from Coventry falls short of 2,800 Rugby is required to provide;	Reallocate Walsgrave Hill Farm site for residential development and remove DS10	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.
68	Nicola Hallam	NA	NA	DS10	As above, plus: Warwick District Councils submitted Local Plan was sent back to them causing a 1 year delay due to failing to fulfil their obligation to meet Coventry's needs, which resulted in WDC allocating green belt sites at Westwood heath and Kings Hill. RBCs Local Plan is unsound as it fails to meet Coventry's need unless Lodge Farm is removed and Walsgrave Hill Farm re-instated.		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.

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68	Nicola Hallam	NA	NA	DS10	Study published in the Lancet and Daily Telegraph indicates air pollution is a significant factor in the onset of dementia. Objection to DS10 due to additional traffic through Dunchurch and surrounding villages. Dunchurch crossroads is already designated an Air Quality Management Area (AGMA) due to excessive levels of pollution.		The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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. 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).
68	Nicola Hallam	NA	NA	DS10	Draft Local Plan does not adequately provide for needs of Coventry. The 2,800 houses proposed is substantially more than the number of houses scheduled for construction in the North West of the Borough. Transport is most basic aspect of deliverability. No specific transport assessment of impact of traffic from Lodge Farm. It must be assumed that future residents of Lodge Farm would work in the same places as those already living in surrounding villages. Issues such as the A45 being a high risk crash route and air pollution issues at Dunchurch is widely recognised. Major improvements to the A45 are required and widening/upgrading		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will

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					<p>country lanes in Northamptonshire/Warwickshire, requiring massive investment. Lodge Farm site lacks infrastructure. Lodge Farm is not sustainable and respondent has made representations as part of SALFV as to how Lodge Farm fails to meet all of Rugby's 18 sustainability objectives. Infrastructure provision must start prior to the construction of any houses- spine road not scheduled for completion until 2025, when first homes at Lodge Farm are scheduled for completion in 2020. The deliverability of Lodge Farm has not been thought through. Lodge Farm is just for short term profit and the cost of providing infrastructure is very high which the Head of Growth and Investment has expressed will affect affordable housing provision. The sustainability assessment has not been objectively assessed.</p>		<p>become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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68	Nicola Hallam	NA	NA	DS10	Sustainability Assessment for DS10 lacks evidence and was produced after the decision about Lodge Farm was made. NPPF requires the evidence base and sustainability assessment to be available as part of the Councils decision making process. Delivering a sustainability appraisal after the decision to include Lodge Farm was made begs the question of whether the evidence was made to fit the decision. Examples of evidence base missing: Information on Ecology, lack of evidence on highways deliverability, no conclusive transport assessment, no utilities assessment e.g. sewer capacity, no landscape assessment, no detail on heritage or archaeology information, no agricultural land classification report, no flood risk assessment, lack of evolved masterplan/development framework		The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA. All relevant service providers have 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.
77	Sarah Faulkner	NA	NA	DS10	DS10 is an unsuitable location; DS10 is unsustainable as most residents will travel by car contrary to the principles of a 'garden village'; the site is remote with no relationship	Remove DS10	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver

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					<p>with the Coventry and Rugby urban areas; landscape character would be damaged owing to flat nature of the site which could not be mitigated; site has no merit, site would be open to further infill and expansion.</p>		<p>the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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77	Sarah Faulkner	NA	NA	DS10	RBC are proposing 12,700 homes- can this sub-housing market cope with this significant level of housing over 20 years? No evidence that this issue has been considered; housing sites slow at delivering due to low housing demand e.g. mast site will not deliver to capacity; increased housing numbers reliant on the SW SUE coming forward which the housing background paper calls 'aspirational';	Remove DS10	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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA).
77	Sarah Faulkner	NA	NA	DS10	DS10 does not adequately meet Rugby's obligations to meet Coventry's housing need of 2,600; Replacing Walsgrave site with Lodge Farm, delivering 825 homes within the plan period 15 miles away from Coventry to the south of Rugby means RBC will fail in its obligations under the MOU; Warwick District Councils Local Plan failed to deal with its obligation to meet Coventry's need resulting in the examination being paused with the Plan sent back to WDC, causing a 1 year delay in the adoption of the plan, consequently Warwick allocated green belt sites near Coventry at Kings Hill and Westwood Heath	Remove DS10	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.

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77	Sarah Faulkner	NA	NA	DS10	DS10 is inconsistent with NPPF Paragraph 30 (reducing greenhouse emissions and congestion), Paragraph 34 (maximising sustainable transport modes), Paragraph 38 (promoting mixed use development); DS10 is not allocated adjacent to the main Urban area, would not include additional employment land, future residents would be required to travel to Rugby, Daventry, Coventry etc. for work; whilst public transport could be provided evidence from around the UK indicates a high proportion of residents in rural areas rely on private cars for travel.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.
77	Sarah Faulkner	NA	NA	DS10	DS10 inconsistent with Paragraph 17 of the NPPF, outlining 12 core principles which should underpin plan-making and decision making, especially the final point that planning should "actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; DS10 inconsistent with NPPF Paragraph 17 due to its distance from the urban area, especially for walkers and cyclists; public transport provision could be increased but it would still be over-reliant on private cars for	Remove DS10	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the

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					commuting and visiting leisure facilities.		housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
78	Joanne Harris	NA	NA	DS10	Lodge Farm site is unsuitable and unsustainable - Walsgrave site scores higher in Sustainability Appraisal than Lodge Farm and impact on Green Belt at Walsgrave will be controlled due to urbanising features of Coventry urban area and Ansty Park. Plan will not meet MOU to take 2,800 homes to meet Coventry's need unless it re-allocates Walsgrave and removes Lodge Farm. Lodge Farm site is open farmland and in unsustainable location where	Remove Policy DS10 and replace with Walsgrave site	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>there is little to no public transport. Site goes against key principles of a garden village, which should be 'locally led'. Only people in support are the landowners.</p> <p>Concerned that Council are proposing 12,700 homes to south of the town and sub-housing market area can cope with this level of housing or provide the infrastructure needed. Information is missing from transport assessment and no evaluation of traffic impact on Braunstone or Daventry in close proximity to Lodge Farm site. Lodge Farm was only considered in Vectos modelling as a sensitivity test.</p> <p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. Why is plan providing for 20,000 houses when target is for 12,400.</p>		<p>Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous</p>

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							<p>flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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78	Joanne Harris	NA	NA	DS10	<p>Farcical that consultation period will have ended before revised STA will be completed. WCC modelling is using out of date data and has not modelled the impact of additional traffic from SW Rugby urban extension along A4071 Straight Mile or A45 east into Northamptonshire. Furthermore the Water Cycle Study has not been published for consultation.</p>	<p>Rectify technical flaws and key documents missing</p>	<p>Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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. 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). Water Cycle Study is available on the rugby.gov.uk website.</p>

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78	Joanne Harris	NA	NA	DS10	Sustainability appraisal assumes Lodge Farm site will be good for Rugby economy as it will increase the number of people using the town centre - this is rubbish as takes just as long to get to Elliot's Field area as it does to Daventry, Leamington Spa or Coventry which have much better shopping experiences. Lodge Farm will not ensure the vitality of Rugby town centre.		The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA.
78	Joanne Harris	NA	NA	DS10	Lodge Farm site is unsuitable and unsustainable - Walsgrave site scores higher in Sustainability Appraisal than Lodge Farm and impact on Green Belt at Walsgrave will be controlled due to urbanising features of Coventry urban area and Ansty Park. Plan will not meet MOU to take 2,800 homes to meet Coventry's need unless it re-allocates Walsgrave and removes Lodge Farm. Lodge Farm site is open farmland and in unsustainable location where there is little to no public transport. Site goes against key principles of a garden village, which should be	Remove Policy DS10 and replace with Walsgrave site	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>'locally led'. Only people in support are the landowners.</p> <p>Concerned that Council are proposing 12,700 homes to south of the town and sub-housing market area can cope with this level of housing or provide the infrastructure needed. Information is missing from transport assessment and no evaluation of traffic impact on Braunstone or Daventry in close proximity to Lodge Farm site. Lodge Farm was only considered in Vectos modelling as a sensitivity test.</p> <p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. Why is plan providing for 20,000 houses when target is for 12,400.</p>		<p>cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will</p>

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							<p>ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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78	Joanne Harris	NA	NA	DS10	<p>Link between traffic/air quality and risk of dementia - lack of public transport provision for Lodge Farm site means people will rely on cars and additional traffic will make air quality management issue worse at Dunchurch Crossroads. This will be a serious health issue for people to south of Dunchurch.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>

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80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
80	Carolynn Thompson	NA	NA	DS10	Comments relating to evidence for Lodge Farm site was made after a decision was made to allocate the site in place of Walsgrave.		The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA.

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80	Carolynn Thompson	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
80	Carolynn Thompson	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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					high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.		
80	Carolynn Thompson	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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80	Carolynn Thompson	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
80	Carolynn Thompson	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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80	Carolynn Thompson	NA	NA	DS10	<p>high infrastructure cost.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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80	Carolynn Thompson	NA	NA	DS10	Comments relating to evidence for Lodge Farm site was made after a decision was made to allocate the site in place of Walsgrave.		The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA17 with the reasoning covering the following: site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site cause a major impact on the existing characteristics and reduce agricultural land.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 and SA11 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services. Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport and site will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA16 with the reasoning covering the following: site will have a negative impact on vulnerable wildlife and farmland bird populations.</p>		<p>No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
80	Carolynn Thompson	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA15 with the reasoning covering the following: site will increase pollution and have a negative impact on air quality.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
80	Carolynn Thompson	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA9 with the reasoning covering the following: Site will have a negative impact by using a green field site losing resources from the local environment; increased consumption of building materials,		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Further detailed ecological detailed reports will be submitted as part of any future applications. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
80	Carolynn Thompson	NA	NA	DS10	<p>then fossil fuels; no public transport and additional traffic</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA13 with the reasoning covering the following: site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
80	Carolynn Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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82	Angela Brooke	NA	NA	DS10	Disagrees with the SA objectives 1-18 stating that there is no evidence, no guarantee, unrealistic and no assurances. No evidence that there is a need from Coventry for housing in Rugby	Remove Lodge Farm from the Local Plan	No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
83	J M Truslove	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
83	J M Truslove	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
83	J M Truslove	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
83	J M Truslove	NA	NA	DS10	<p>GP, commercial space or public transport.</p> <p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
83	J M Truslove	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
84	Eliese Ritchie	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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84	Eliese Ritchie	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
84	Eliese Ritchie	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
84	Eliese Ritchie	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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					high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.		
84	Eliese Ritchie	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
84	Eliese Ritchie	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
84	Eliese Ritchie	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
84	Eliese Ritchie	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
84	Eliese Ritchie	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA9 with the reasoning covering the following: Site will have a negative impact by using a green field site losing resources from the		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Further detailed ecological detailed reports will be submitted as part of any future applications. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic		
84	Eliese Ritchie	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
84	Eliese Ritchie	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
84	Eliese Ritchie	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA16 with the reasoning covering the following: site will have a negative impact on vulnerable wildlife and farmland bird populations.</p>		<p>No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
84	Eliese Ritchie	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA13 with the reasoning covering the following: site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
90	Caroline Clemons	NA	NA	DS10	Policy does not meet obligation to meet Coventry need with the site being 15 miles away. Walsgrave should be reinstated.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.

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93	R Howkins	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
93	R Howkins	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
93	R Howkins	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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95	B Robinson	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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97	John Brooke	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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97	John Brooke	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
97	John Brooke	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA9, SA11, SA12, SA13, SA14, SA15 and Sustainability with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements. The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan,</p>

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					<p>area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space. Site will have a negative impact by using a green field site losing resources from the local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic; site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics; site will increase pollution and have a negative impact on air quality; site will have a negative impact on vulnerable wildlife and farmland bird populations and Comments relating to evidence for Lodge Farm site was made after a decision was made to allocate the site in place of Walsgrave.</p>		<p>and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA.</p>
104	Pauline Stratton	NA	NA	DS10	<p>DS10 contrary to NPPF Paragraph 30 (pollution), Paragraph 34 (minimising the need to travel) and Paragraph 38 (promoting mixed use development), Lodge Farm not adjacent to urban area and would not include additional employment land</p>	Remove DS10	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>therefore residents would be required to travel through the sub-region (Rugby, Daventry, Coventry etc. for work), public transport to the site could be increased but evidence from across the UK suggests car reliance more likely,</p>		<p>period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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104	Pauline Stratton	NA	NA	DS10	<p>STA is insufficient, invalid and limited, the proposal is unsustainable and the Local Plan unsound; the STM traffic model does not include Lodge Farm, Daventry and the A45- model not fit for purpose given scale of development and proximity to Daventry, trip-end data used to support Lodge Farm invalid as it is based on outdated 2011 census data with model outputs unreliable thus can't be used to assess DS10, DS10 only included in traffic modelling as an afterthought by way of a limited Sensitivity Test which is not appropriate for a major allocation-model should have been extended, re-calibrated and the whole Local Plan assessment redone to determine cumulative impacts across the whole network, Dunchurch Crossroads represents a serious impediment to the development of South Rugby with the traffic consultants advising that any increase in traffic at the crossroads would be 'highly undesirable'- consultant's recommendation is to complete the South West link road at the earliest opportunity and in the interim locate housing away from the South West altogether, RBC has not followed the traffic consultants recommendations as RBC keen to promote Lodge Farm;</p>	Remove DS10	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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					interim improvements to Dunchurch crossroads have not been identified, modelled or costed or its impact on listed buildings, statues and monument assets- implications or routing additional traffic through an area with existing air quality and congestion issues has not been considered.		
104	Pauline Stratton	NA	NA	DS10	DS10 insufficient for Rugby's obligations to meet Coventry's unmet housing need as RBC accepted 2,800 of Coventry's allocation in the MOU yet Lodge Farm delivers 825 houses 15 miles from Coventry, thus not meeting Coventry's needs; Warwick District Councils Local Plan failed to deal with their obligations to take some of Coventry's allocation leading to the examination being paused and the plan being sent back to the Council causing a 1 year delay in the adoption of the plan resulting in green belt sites at Kings Hill and Westwood Heath being allocated;	Remove DS10 and re-allocate Walsgrave site	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
104	Pauline Stratton	NA	NA	DS10	DS10 contravenes NPPF Paragraph 17 due to its distance from the urban area, even with public transport increased to the area would still be car reliance,	Remove DS10	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.

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104	Pauline Stratton	NA	NA	DS10	<p>DS10 is in an unsustainable location with car reliance and little public transport use, contrary to the principles of a garden village; the site is remote with no relationship to Rugby or Coventry main urban areas; due to the flat nature of the site any development any development would result in a major impact on the open character of the area; the site has no previous use or merit to set it apart from other locations; the site lacks definition thus would be open to infill and expansion;</p>	Remove DS10	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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104	Pauline Stratton	NA	NA	DS10	<p>DS10 insufficient for Rugby's obligations to meet Coventry's unmet housing need as RBC accepted 2,800 of Coventry's allocation in the MOU yet Lodge Farm delivers 825 houses 15 miles from Coventry, thus not meeting Coventry's needs; Warwick District Councils Local Plan failed to deal with their obligations to take some of Coventry's allocation leading to the examination being paused and the plan being sent back to the Council causing a 1 year delay in the adoption of the plan resulting in green belt sites at Kings Hill and Westwood Heath being allocated;</p>	Remove DS10 and re-allocate Walsgrave site	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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104	Pauline Stratton	NA	NA	DS10	<p>No evidence that sub-housing market area can accommodate number of dwellings proposed; sites slow at delivering due to lack of demand (Rugby Mast site only has three developers and is assessed to deliver less than the 6,000 homes capacity over the plan period; housing numbers increasing from 558 in 2017-2018 to 1,314 and 1,122 in 2020-2021 and 2021-2022 respectively all reliant on SW Rugby SUE coming forward- housing background paper calls this target 'aspirational'; if these homes aren't delivered the Borough will not have a 5 year land supply for the first 5 years of the plan,</p>	Remove DS10	<p>The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations. No change required. No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver</p>

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							<p>the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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106	Andrew Hull	NA	NA	DS10	Inconsistent with NPPF core principle about making the fullest possible use of public transport, walking and cycling , and focus significant development in locations which are or can be made sustainable. Lodge Farm does not conform to this due to its distance particularly for walkers and cyclists to the main urban area. Public transport could be improved but there will be an overreliance on the private car.	Remove lodge farm from the Plan	No change required. DS10 requires the provision of other forms of transportation modes beyond the reliance of the private car.
106	Andrew Hull	NA	NA	DS10	Site is not located adjacent to the urban area and does not include employment land. Residents will therefore need to travel to work, despite provision of public transport there will be a high reliance on the private car.	Remove lodge farm from the Plan	No change required. DS10 requires the provision of other forms of transport beyond the reliance of the private car. Employment opportunities will exist at the SW Rugby allocation alongside other opportunities within the locality.
106	Andrew Hull	NA	NA	DS10	MoU duties are not being met with the replacement of the Walsgrave Hill Farm site with Lodge Farm 15 miles away from Coventry. Warwick District Council had to delay their plan as it failed to deal directly with Coventry's overspill resulting in the allocation of a site adjacent to Coventry's boundary.	Remove lodge farm from the Plan	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Warwick DC delay was as result of there being agreed position between the HMA authorities as to how the HMA unmet need will be met which resulted in the CW HMA Housing MoU being devised.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
106	Andrew Hull	NA	NA	DS10	The Lodge Farm Sustainability Appraisal was constructed after the decision was made to replace the Walsgrave site. Question the evidence base for the appraisal with a number of documents not produced such (amongst others) as ecology, lack of evidence on highways deliverability, no detail on heritage and archaeology, no site investigations and no flood risk.	Remove lodge farm from the Plan	No change required. The SA is an iterative process which included the appraisal of reasonable alternative sites. The SA site assessment alongside other evidence base document informed the selection of the allocations. The final SA report (September 2016) brought all of the previous stages of the SA together as well as the final appraisal of policies contained within the Publication Draft. The evidence base utilised for the Plan has been consistent for the appraisal of all potential sites with more detailed assessment for the allocations being required at the planning application stage as per the local plan policies.
106	Andrew Hull	NA	NA	DS10	No evidence, thought or consideration of impact of 12,700 homes being proposed to the south west or south east of the town can the sub housing market area, cope with significant level of housing over 20 years. There is a lack of demand and risk of no 5 year supply of housing due to the aspirational target.	Remove lodge farm from the Plan	No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.

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106	Andrew Hull	NA	NA	DS10	<p>STA is insufficient, invalid and limited thus unsound. STA does not consider impacts on Daventry and along the A45 where there are existing concerns; model is not based on most upto date information; Lodge Farm was considered as an afterthought and the model area should have been widened, recalibrated and cumulative impacts should have been re-run; Lodge Farm will impact on SW Rugby, RBC have not followed the STA recommendation as to the timing for when Lodge Farm could come forward; interim improvements for Dunchurch crossroads has not been identified, costed or its impacts not considered in relation to the historic environment and air quality.</p>	Remove lodge farm from the Plan	<p>No change required. 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, which are contained within the modification IDP. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The modification housing trajectory identifies that Lodge Farm will not commence delivery until the bypass to Dunchurch is provided.</p>
106	Andrew Hull	NA	NA	DS10	<p>Site is not suitable with it being a remote location reliant on the private car , not related to Rugby or Coventry urban areas, landscape impacts and site lacks definition thus could be subject to expansion and infill.</p>	Remove lodge farm from the Plan	<p>No change required. No change required. DS10 requires the provision of other forms of transport beyond the reliance of the private car. The site will become a new main rural settlement and will deliver houses to meet the HMA needs. The site will need to accord with policies contained the local plan related to the size of the allocation and landscape mitigations.</p>

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106	Andrew Hull	NA	NA	DS10	No evidence, thought or consideration of impact of 12,700 homes being proposed to the south west or south east of the town can the sub housing market area, cope with significant level of housing over 20 years. There is a lack of demand and risk of no 5 year supply of housing due to the aspirational target.	Remove lodge farm from the Plan	No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.

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106	Andrew Hull	NA	NA	DS10	<p>Site is not suitable with it being a remote location reliant on the private car , not related to Rugby or Coventry urban areas, landscape impacts and site lacks definition thus could be subject to expansion and infill.</p>	Remove lodge farm from the Plan	<p>No change required. No change required. DS10 requires the provision of other forms of transport beyond the reliance of the private car. The site will become a new main rural settlement and will deliver houses to meet the HMA needs. The site will need to accord with policies contained the local plan related to the size of the allocation and landscape mitigations.</p>

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107	D Ridgers	NA	NA	DS10	Whenever moderate to heavy rainfall, flood issues. Cannot legislate for flash flooding. With more green space this situation will only worsen.		DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
109	Marilyn Greenwood	NA	NA	DS10	Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the

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							<p>Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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111	Melesina Goodwin	NA	NA	DS10	Concerns in relation to traffic congestion and resulting air pollution. Queuing traffic backs up along the Southam Road unto the M45 bridge. DS8 is not compliant with NPPF paragraph 30 (congestion) and 114 (air pollution).	Remove DS8	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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.
119	John Robards	NA	NA	DS10	WCC modelling is using out of date data and has not modelled the impact of additional traffic from SW Rugby urban extension along A4071 Straight Mile or from the Lodge Farm site on to A45 heading east to Northamptonshire	Full traffic modelling and effect on air quality needs to be made available for public consultation.	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.

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119	John Robards	NA	NA	DS10	With regards to consultation the government says “Where a consultation has taken place and before the decision has been made, proper weight must be given to the representations received. The decision must make it clear that this has been done”. RBC have failed to meet these standards of fairness in consultation. Council did not consult on the Lodge Farm proposal at a formative stage, only when a hard and fast part of the Publication Draft. Some pieces of evidence have not been consulted on for full six weeks. Results of preferred options consultation were not available to full council when voted to launch consultation on Publication Draft.	Publish missing information and engage with public regarding transport assessment. Hold a further consultation period, publish and consider responses, then publish a Publication Draft v2 for formal consultation prior to submission.	Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy.
125	Michael Church	NA	NA	DS10	DS10 will have a significant negative impact on SA13. DS10 will affect wildlife, be detrimental to the local landscape and would be highly visible for miles. DS10 does not comply with NPPF Paragraphs 109, 126 and 114-119.	Remove Lodge Farm and replace it with the Walsgrave Hill Farm site	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.
127	Graham Geddes	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments

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					<p>actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>(contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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127	Graham Geddes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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127	Graham Geddes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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127	Graham Geddes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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127	Graham Geddes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
127	Graham Geddes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
127	Graham Geddes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
128	Tim Bailey	NA	NA	DS10	<p>Roads will be unable to cope with volume of traffic</p>	Remove DS10	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
129	Jules Brown	NA	NA	DS10	Will spoil the countryside	Should not be built	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.
132	Wayne Truslove	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
132	Wayne Truslove	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
132	Wayne Truslove	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
132	Wayne Truslove	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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133	Louise Truslove	NA	NA	DS10	<p>Objections to the inclusion of land proposed to be developed as part of the Rugby Local Plan under the South West Rugby area and lodge farm based on the following Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals. SW employment site will result in significant traffic movement and modifying Dunchurch crossroads will not cater for the growth planned for there will also be an impact on air quality. SA- strongly believe that the scores provided within the Sustainability Assessment Framework have been assessed in a biased manner to provide a positive outlook for this proposed development. Before any decisions regarding this plan are reached, the Sustainability Assessment Framework should be reviewed by</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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					<p>an independent body with input from members of the existing local community. RBC should pay CIL, WCC landowners and undertook the STA, there is sufficient employment land available but not in the Borough should not build more.</p>		<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
140	S J Lennard	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
140	S J Lennard	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
141	T A Lennard	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
142	Rosemary Schofield	NA	NA	DS10	Objection to SA scoring	Remove Lodge Farm from plan	Comment noted no change required. LUC have reviewed SA comment and consider no change is required.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
143	Chris Barfield	NA	NA	DS10	Contrary to NPPF para 112 on the grounds that the development will cause a loss of prime agricultural land. Brownfield sites within the green belt that separates Coventry and Rugby ignored and prime agricultural land selected instead.		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
143	Chris Barfield	NA	NA	DS10	<p>Contrary to NPPF 30,34,37 and 70 by the development failing to provide adequate school or community facilities. No timetable for the provision of the primary school. Doctors surgery, community hall and shops hinted but not specifically named or promised. Require independent provider and on a needs basis. The site will burden existing facilities adding further travel and pollution problems. Secondary education an issues to expect pupils to cycle to school is not sensible from this location. A45 dangerous and without dedicated cycle routes children are extremely vulnerable. Answer is more buses, more traffic congestion and more pollution. Disagrees with scoring in SA objective .</p>		<p>All relevant service providers have 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.</p>
143	Chris Barfield	NA	NA	DS10	<p>STA does not cover land south of Dunchurch on the A45 towards Braunstone therefore no assessment of the existing roads.</p>	Remove Lodge Farm	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
143	Chris Barfield	NA	NA	DS10	Plan is inconsistent and contradictory. Plan allocates 3,027 dwellings more than the housing target therefore why is Lodge Farm needed to meet the overall target. Lodge Farm is an unnecessary inclusion in the Local Plan and included to attempt to get funding from central government and HCA but it is unsustainable and should be dropped.		The housing target is not a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No alteration is required.
143	Chris Barfield	NA	NA	DS10	Site is too large for 1500 dwellings. If a scheme is refused for a larger number of dwellings it is likely that the appeal will be overturned. Implications are that all other arguments against the scheme regarding transport, proximity of amenities, employment etc. are greatly increased and the failure to comply with NPPF para 30,34,37,75,95,120 and 124 is simply multiplied by this error.		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.
143	Chris Barfield	NA	NA	DS10	Plan fails to understand and plan for traffic movement in the area of the proposed Lodge Farm development contrary to NPPF para 30,34,37,95,120 and 124. Introduction of bus service will take you to the Town Centre but to access jobs at least two bus trips will be required. Services therefore would be difficult to travel to work locations and will evening services be provided to access to Junction 1 or Walsgrave. Vast majority of trips		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The delivery of the South West spine road is a necessity

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					<p>will be by private car. Works for school bus but not for work and leisure requirements. Significant flow of traffic from the site will head west and some traffic going to DIRFT and M1 Junk 18 at Crick. With the exception of the A45 roads within the area are single carriageway of varying widths which a further 500,1000 or 1500 vehicle movements per day will be passing through. This will affect villages, hamlets, cyclists and riders of horses and ponies. WCC seem to think everyone will use the A45 but if you want to go to M40 south you would go through Southam and on to Banbury. M40 north through Bishops Itching ton. M1 south through Daventry, Weed on and Flora. M1 North past Barby, through Kilsby to J18. Rugby through Dunchurch which fails air pollution standards already. Then the A45 which is designated a high crash route which access will be needed to be provided on to and safety improvements required which will impact on viability and other s106 requirements. The location of Lodge Farm must count badly against any sustainable criteria but the SA objectives seems to show opposite.</p>		<p>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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
143	Chris Barfield	NA	NA	DS10	RBC failed to involve local communities or obtain their support before inclusion of the site in the plan contrary to NPPF para 52 and DCLG March 2016 paper Locally led Garden Village, Towns and Cities clause 48.		The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA.
143	Chris Barfield	NA	NA	DS10	Contrary to NPPF para 50 fails to provide adequate social and affordable housing . High infrastructure cost and very high s106 costs means that potential developers are reluctant to commit themselves to provide any affordable housing . RBC accept that affordable housing may not be possible at Lodge Farm which will result in an executive housing estates with higher than average sales figures creating a single class community which fails to meet the broad needs of the community.		Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
143	Chris Barfield	NA	NA	DS10	<p>Contrary to NPPF para 112 on the grounds that the development will cause a loss of prime agricultural land. Brownfield sites within the green belt that separates Coventry and Rugby ignored and prime agricultural land selected instead.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
143	Chris Barfield	NA	NA	DS10	<p>Contrary to NPPF 30,34,37 and 70 by the development failing to provide adequate school or community facilities. No timetable for the provision of the primary school. Doctors surgery, community hall and shops hinted but not specifically named or promised. Require independent provider and on a needs basis. The site will burden existing facilities adding further travel and pollution problems. Secondary education an issues to expect pupils to cycle to school is not sensible from this location. A45 dangerous and without dedicated cycle routes children are extremely vulnerable. Answer is more buses, more traffic congestion and more pollution. Disagrees with scoring in SA objective .</p>		<p>All relevant service providers have 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.</p>
143	Chris Barfield	NA	NA	DS10	<p>STA does not cover land south of Dunchurch on the A45 towards Braunstone therefore no assessment of the existing roads.</p>	Remove Lodge Farm	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
143	Chris Barfield	NA	NA	DS10	Plan is inconsistent and contradictory. Plan allocates 3,027 dwellings more than the housing target therefore why is Lodge Farm needed to meet the overall target. Lodge Farm is an unnecessary inclusion in the Local Plan and included to attempt to get funding from central government and HCA but it is unsustainable and should be dropped.		The housing target is not a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No alteration is required.
143	Chris Barfield	NA	NA	DS10	Fails to comply with NPPF para 109 as Plan fails to consider impact on the Leam Valley where a number of settlements have a clear view across the valley to a new 1,500 village which could potentially grow up to 10,000 dwellings. Ruining quintessential landscape.		Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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143	Chris Barfield	NA	NA	DS10	<p>Contrary to NPPF 93 to 104 as RBC failed to appreciate the effect the development will have on the flooding problems that exist in many parts of the upper leam valley catchment. Understands that SUDs will be incorporated ensuring green field run off rates but what happens in the future when additional patios and driveways are built. What then for the flood calculation in this very sensitive flood risk area? Failed to understand existing flooding issues visible on EA maps on areas such as the A426 and A425 where roads have been closed resulting in traffic travelling through villages. Lodge Farm will add to traffic chaos and nothing is proposed in the plan to help this. Due to the topography in the Upper Leam area little can be done to stop or slow the water in periods of rainfall. Predictions that the frequency and the severity of flooding is commonly known and faced with increased traffic flows and worse flooding with no consideration.</p>		<p>The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
143	Chris Barfield	NA	NA	DS10	Site is too large for 1500 dwellings. If a scheme is refused for a larger number of dwellings it is likely that the appeal will be overturned. Implications are that all other arguments against the scheme regarding transport, proximity of amenities, employment etc. are greatly increased and the failure to comply with NPPF para 30,34,37,75,95,120 and 124 is simply multiplied by this error.		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.
143	Chris Barfield	NA	NA	DS10	Fails to recognise implications of the site location relative to employment. This will increase traffic contrary to NPPF para 30,34,37 and 95. Five principle areas of employment opportunities DIRFT mainly warehousing so low employment numbers. Leamington, Warwick and Gadon offer higher level of employment opportunities. Coventry, Daventry and Rugby more mix of employment opportunities. Gadon opportunities growing. Affordable housing target likely to be met by Warwickshire, Coventry and Rugby residents then Northamptonshire residents where the site is located close to. Bus services will not be provide the range of times and destinations to allow Lodge Farm residents to make any sensible use of public transport and that private car will be the choice for travelling to work.		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Therefore majority of vehicle movements will be to Rugby through Dunchurch, to Coventry along the a45 and a46 or to Leamington and Warwick through the lanes to the west of lodge farm. Dunchurch already has the highest traffic pollution levels in the district and the added flow from Lodge Farm will magnify this. Believe that people will ignore the South west link road and drive through Dunchurch. Preliminary site layout displaying estate loop linking to Grandborough road that the developers see a significant number of car movements being into that road and through the lanes and onto the A425 and A426. Road entrance to Grandborough coming in from the a45 is inadequate for 1,000 plus trips heading to Leamington, Warwick or gay don.</p>		<p>delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
143	Chris Barfield	NA	NA	DS10	Failed to undertake environmental impact assessment for the site. The site location will increase car journeys and increase pollution as a result. Increase congestion in Dunchurch, no facilities in walking distances with the entertainment centre, shopping centre and employment opportunities at least 5 miles away. Contrary to NPPF para 30,34,37,75,95,120 and 124.		Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. 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.
143	Chris Barfield	NA	NA	DS10	Failed to carry out any ecological survey of the site and being 260 acres of mixed arable, grazing and managed woodland farming will contain a rich diversity of bird, invertebrate, mammal and plant life. The area is relatively flat with numerous hedgerows and ditches bordering the fields, a natural habitat for man of this county's protected species. Contrary to NPPF para 114-119		Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
143	Chris Barfield	NA	NA	DS10	<p>Plan fails to understand and plan for traffic movement in the area of the proposed Lodge Farm development contrary to NPPF para 30,34,37,95,120 and 124. Introduction of bus service will take you to the Town Centre but to access jobs at least two bus trips will be required. Services therefore would be difficult to travel to work locations and will evening services be provided to access to Junction 1 or Walsgrave. Vast majority of trips will be by private car. Works for school bus but not for work and leisure requirements. Significant flow of traffic from the site will head west and some traffic going to DIRFT and M1 Junk 18 at Crick. With the exception of the A45 roads within the area are single carriageway of varying widths which a further 500,1000 or 1500 vehicle movements per day will be passing through. This will affect villages, hamlets, cyclists and riders of horses and ponies. WCC seem to think everyone will use the A45 but if you want to go to M40 south you would go through Southam and on to Banbury. M40 north through Bishops Itching ton. M1 south through Daventry, Weed on and Flora. M1 North past Barby, through Kilsby to J18. Rugby through Dunchurch which fails air pollution standards already.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Then the A45 which is designated a high crash route which access will be needed to be provided on to and safety improvements required which will impact on viability and other s106 requirements. The location of Lodge Farm must count badly against any sustainable criteria but the SA objectives seems to show opposite.</p>		
143	Chris Barfield	NA	NA	DS10	<p>RBC failed to involve local communities or obtain their support before inclusion of the site in the plan contrary to NPPF para 52 and DCLG March 2016 paper Locally led Garden Village, Towns and Cities clause 48.</p>		<p>The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
143	Chris Barfield	NA	NA	DS10	<p>Contrary to NPPF para 50 fails to provide adequate social and affordable housing . High infrastructure cost and very high s106 costs means that potential developers are reluctant to commit themselves to provide any affordable housing . RBC accept that affordable housing may not be possible at Lodge Farm which will result in an executive housing estates with higher than average sales figures creating a single class community which fails to meet the broad needs of the community.</p>		<p>Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory.</p>
143	Chris Barfield	NA	NA	DS10	<p>Disagree with DS10 SA6 scoring + instead should be --. The existing bus services on Daventry Road do not operate at times or go to destinations that will enable residents to use these services for work or leisure.no information in the Draft Plan as to how or indeed what “further public transport infrastructure” is to be provided. You cannot score against something that has not been defined. Doesn't consider trips to work and leisure further afield than surrounding villages, Rugby and Daventry which will be accessed by car. No local employment and none proposed for the site. Site will encourage residents to use out of town shopping facilities rather than town centre damaging town centre trade.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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143	Chris Barfield	NA	NA	DS10	<p>Disagree with DS10 SA11 scoring + instead should be --. Nothing in the Draft Local Plan to support the assertion that "improved public transport links" will be provided. Provision of cycleway within the development will not encourage the use of alternative modes of transport if not backed up by definitive proposals for cycleway linking Lodge Farm with the closer employment areas such as Rugby, Daventry and DIRFT. Bus services will be inadequate with all movement from the site being from private car. Residents will have to travel distances to work increasing pollution. Range of community services and facilities not defined or detailed cannot score a positive against this assumption.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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143	Chris Barfield	NA	NA	DS10	<p>Disagree with DS10 SA6 scoring + instead should be --. The existing bus services on Daventry Road do not operate at times or go to destinations that will enable residents to use these services for work or leisure.no information in the Draft Plan as to how or indeed what “further public transport infrastructure” is to be provided. You cannot score against something that has not been defined. Doesn't consider trips to work and leisure further afield than surrounding villages, Rugby and Daventry which will be accessed by car. No local employment and none proposed for the site. Site will encourage residents to use out of town shopping facilities rather than town centre damaging town centre trade.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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152	P D Lee	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
152	P D Lee	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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152	P D Lee	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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152	P D Lee	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
154	A.D.Wheeler	NA	NA	DS10	<p>Objection to Lodge Farm. Accept that there is a need to comply with the NPPF to boost the supply of housing. RBC have granted enough planning permission to satisfy</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>allocation. Absence of assessment of why provision needs to be made on a greenfield site in a location outside of the development strategy to achieve compliance with the NPPF. The Plan acknowledges the significant supply of existing permissions/allocations and how this is expected to be delivered. It does not explain or provide analysis of why delivery of the existing allocation and infrastructure connected with it could not be brought forward. Without this the addition of DS10 cannot be justified. Further there is no evidence that including DS10 will actually increase delivery or delivery rate within the plan period. The site at Walsgrave Hill Farm has belatedly been removed from the plan. This allocation would have provided a more sustainable site which would meet the housing overflow from Coventry which Rugby agreed to meet. The decision to remove it is contrary to the argument that additional allocations are necessary or justified. Concerns raised about the site's SA scoring of the site and provides revised scoring for SA14,12, 4 and 2.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required.</p>

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154	A.D.Wheeler	NA	NA	DS10	Objection to the inclusion of DS10 concerns raised about SA scoring and revises scoring SA1, 2,3,4 and 12.		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required.</p>

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155	A Lee	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
158	Sue Miles	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

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					<p>allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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160	The Occupier	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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160	The Occupier	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
160	The Occupier	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
161	The Occupier	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
162	No name provided 45 Wordsworth Rd (1)	NA	NA	DS10	Objection to the inclusion of land at Lodge Farm. Concerns raised about the site's SA scoring of the site with revised scorings provided for SA1, 2, 3, 4 and 12		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
164	The Occupier	NA	NA	DS10	Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
165	Ken Miles	NA	NA	DS10	<p>which is already an AQMA.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
165	Ken Miles	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
165	Ken Miles	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
165	Ken Miles	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
165	Ken Miles	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
165	Ken Miles	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
165	Ken Miles	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
165	Ken Miles	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
165	Ken Miles	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.		
165	Ken Miles	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
166	Carl Harris	NA	NA	DS10	Sustainability Appraisal was not undertaken before July 2016 when Lodge Farm was incorporated into the Plan in replace of Walsgrave farm therefore SA has not informed the plan. Number of surveys/assessments not been undertaken for the site and SA has been fitted around the decision.	Remove lodge farm from the Plan	The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA. All relevant Surveys and assessments have been completed and provided to all relevant parties.
166	Carl Harris	NA	NA	DS10	Lodge Farm 5-6 miles away from Town Centre and Elliot's Field taking 20-50 minutes travelling time therefore people will go to Daventry, Coventry or Leamington for shopping. Therefore Lodge Farm will have a very small impact on the growth of Rugby's local economy.	DS10 should be removed from the plan as it will have no real benefit for Rugby and it does not conform with one of the key principles of the NPPF>	Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
166	Carl Harris	NA	NA	DS10	Lodge located in the middle of the countryside with no bus services thus it will be reliant of private car. Existing road network not coping and Dunchurch crossroads is AQMA regularly exceeds safe levels. Lodge Farm will increase the issue and the spine road will not cater for traffic going south of Dunchurch. Walsgrave site is more suitable than Lodge Farm with existing infrastructure present.	Lodge farm should be dropped in the interest of sustainability and public health.	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. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
166	Carl Harris	NA	NA	DS10	Sustainability Appraisal was not undertaken before July 2016 when Lodge Farm was incorporated into the Plan in replace of Walsgrave farm therefore SA has not informed the plan. Number of surveys/assessments not been undertaken for the site and SA has been fitted around the decision.	Remove lodge farm from the Plan	The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA. All relevant Surveys and assessments have been completed and provided to all relevant parties.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
166	Carl Harris	NA	NA	DS10	<p>Lodge located in the middle of the countryside with no bus services thus it will be reliant of private car. Existing road network not coping and Dunchurch crossroads is AQMA regularly exceeds safe levels. Lodge Farm will increase the issue and the spine road will not cater for traffic going south of Dunchurch. Walsgrave site is more suitable than Lodge Farm with existing infrastructure present.</p>	<p>Lodge farm should be dropped in the interest of sustainability and public health.</p>	<p>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. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
167	J Fahy	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
167	J Fahy	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
167	J Fahy	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
167	J Fahy	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
168	Rick Sadler	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
168	Rick Sadler	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
168	Rick Sadler	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
168	Rick Sadler	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
173	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
173	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
175	R Montgomery	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
178	V C Billingham	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
178	V C Billingham	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
178	V C Billingham	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
178	V C Billingham	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
178	V C Billingham	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA15 with the reasoning covering the following: site will increase pollution and have a negative impact on air quality.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
179	Maria Peterson	NA	NA	DS10	SA2- The score is too positive given lack of leisure and cultural opportunities. No details of public transport for DS10 provided in infrastructure delivery plan. No access to local services, reliance on the private car, poor bus service and no guarantee of a GP's surgery. SA3- Site will contribute to traffic congestion in Dunchurch- already an Air Quality management Area. Reliance on private car to access services as none within walking distance.	Remove DS10	No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
180`	Heather Chiverton	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>requirements.</p> <p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
180	Heather Chiverton	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA3 and SA12 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture; houses will not be suitable due to lack of public transport; the site will be a burden to existing services; no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture; no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
189	Caroline Colbourne	NA	NA	DS10	<p>Objection to Lodge Farm. Accept that there is a need to comply with the NPPF to boost the supply of housing. RBC have granted enough planning permission to satisfy allocation which should be brought forward. Absence of assessment of why provision needs to be made on a greenfield site in a location outside of its development strategy to achieve compliance with the NPPF. Walsgrave Hill Farm has belatedly been removed from the plan. This allocation would have provided a more sustainable site which would meet the housing overflow from Coventry which Rugby agreed to meet. The decision to remove it is contrary to the argument that additional allocations are necessary or justified. Individual sustainability comments on SA1,SA2,SA3, SA4, SA6, SA7, SA8, SA11,SA12 and SA14. Site is isolated, will place a burden on existing services, broadband will not help social exclusion, no leisure or cultural opportunities, residents will have to drive to access services on the A45 which is dangerous road, GP not supported by funds to build and operate, impact on air quality at Dunchurch crossroads. not the right site for affordable housing with it being remote site no public transport and cost of access to services, limited employment</p>		<p>Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. All relevant service providers have 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</p>

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					<p>opportunities and people would need to travel to work having an impact on the transport network, congestion issues mean that residents will not visit Rugby Town Centre travelling to other centres outside the Borough, site will not help urban regeneration, the site will have an impact on flooding at nearby settlements and the STA is not sufficient.</p>		<p>modifications LP54.116-140. 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. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>
195	Debbie White	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
195	Debbie White	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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199	Marian Scantlebury	NA	NA	DS10	Little affordable housing provision owing to the high cost of developing the site. Loss of greenfield and agricultural land. Existing flood issues exacerbated.		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. 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
201	The Occupier	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing

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					<p>strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
205	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
210	A Gasser	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
210	Sanatone	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
215	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No Changes Required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
218	Linda Belgrove	NA	NA	DS10	Lodge Farm is an unsustainable location. Residents would be reliant on cars, putting further strain on the Dunchurch crossroads. Site is isolated and has no relationship to the Rugby Urban Area. The site could potentially be expanded in the future to engulf existing hamlets and villages between Dunchurch and Braunstone. The site at Walsgrave Hill Farm is more contained. Lodge Farm would require significant infrastructure investment- resulting		The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing

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					<p>in developers building luxury homes first. The Walsgrave site would come with significant infrastructure improvements for Walsgrave Hospital- Lodge farm has no such benefits. DS10 has the potential to affect floodwater run off as Willoughby and Grandborough sit in a valley. Experienced major flood on 9th March 2016 in Willoughby. Daventry A45 is a high risk crash route and RBC have already refused a planning application for an abattoir to prevent further traffic onto the A45. DS10 proposes inadequate health provision.</p>		<p>target. 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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. 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).</p>
219	Catherine Cleaver	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>(contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
219	Catherine Cleaver	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
223	Claire Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required.</p>

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					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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223	Claire Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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223	Claire Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
223	Claire Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
224	Mark Hallam	NA	NA	DS10	Existing planning permissions already satisfy the housing requirement and it is not explained why these cannot be brought forward and no explanation as to why DS10 will improve delivery. The site is greenfield and in a location outside opt the development strategy. Walsgrave Hill Farm is considered a more suitable development site as it is more sustainable.		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
228	william Sherman	NA	NA	DS10	Plan unsound as takes growth from Coventry. This will be of detriment to residents in Dunchurch: loss of agricultural land, heavier traffic, greater air pollution, threat of flooding and uncertainty over the supply of support services.		T 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
228	william Sherman	NA	NA	DS10	Plan unsound as takes growth from Coventry. This will be of detriment to residents in Dunchurch: loss of agricultural land, heavier traffic, greater air pollution, threat of flooding and uncertainty over the supply of support services.		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
229	Ross McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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229	Ross McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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229	Ross McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
229	Ross McAulley	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
229	Ross McAulley	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.		
229	Ross McAulley	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
229	Ross McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
229	Ross McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
229	Ross McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
229	Ross McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
230	Aimi McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
230	Aimi McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
230	Aimi McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
230	Aimi McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
230	Aimi McAulley	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
230	Aimi McAulley	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA7 with the reasoning covering the following: site has lack of public transport; increased use of the private car to access services, leisure and cultural facilities; traffic		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
230	Aimi McAulley	NA	NA	DS10	<p>congestion into town centre.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities the site will isolate communities and the site will not provide adequate affordable housing due to high infrastructure cost.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
230	Aimi McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
230	Aimi McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones susceptible to flooding and deployment needs of SUDS reducing containment space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
230	Aimi McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
230	Aimi Mcaulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Disagrees with the scoring of SA3 with it being more negatively scored due to the site resulting in additional traffic through Dunchurch, south to Daventry, surrounding villages with Dunchurch already an AQMA; healthcare is not in a walkable distance and there are no deliverable plans for the surgery; cycling and walking outside of the site will be too dangerous.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scoring is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
230	Aimi Mcaulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Disagrees with the scoring of SA14 STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements and Daventry; not established that the SW spine road will mitigate traffic heading south of Dunchurch; cycling and walking opportunities to employment areas not safe as the A45 is a high crash route.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
230	Aimi Mcaulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Disagrees with the scoring of SA3 with it being more negatively scored due to the site resulting in additional traffic through Dunchurch, south to Daventry, surrounding villages with Dunchurch already an AQMA; healthcare is not in a walkable distance and there are no deliverable plans for the surgery; cycling and walking outside of the site will be too dangerous.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scoring is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
230	Aimi Mcaulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Disagrees with the scoring of SA6 as there are limited employment opportunities exist in the area and little opportunity will exist on site; residents force to travel to employment opportunities outside the Borough increasing traffic through surrounding villages such as Grandborough.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scoring is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
230	Aimi Mcaulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Disagrees with the scoring of SA11 as the site will be reliant on private cars to access employment, education and leisure facilities; no plan for the delivery of improved public transport; community facilities within the area are limited and no opportunities to walk or cycle to employment opportunities as it will be too dangerous.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scoring is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan. The site is considered capable of meeting its policy requirements.</p>
231	A Cooper	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
234	Christine McGillian	NA	NA	DS10	<p>STA is invalid, which in turn makes DS10 unsustainable and ultimate makes the entire draft plan unsound. Several issues: Vectos STM traffic model does not properly consider DS10, particularly the impacts to Daventry and along the A45 through Flora Hill. Trip-end data is invalid as</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>based on 2011 Census data that is already set at significant variance to present day reality. Due to time constraints imposed on Vectos by Rugby Borough Council, DS10 is considered in the form of a limited sensitivity test. This approach is not viable for such a significant allocation. Dunchurch Crossroads presents a serious constraint on development to the South and South-West of Rugby. This is accepted by Vectos who advise that any increase in traffic would be highly undesirable.. Further, they acknowledge that there is limited capacity in this area for additional improvements and recommend construction of link road at earliest opportunity, and prior to this keeping housing away from Southwest entirely. RBC have decided to ignore advice and promote DS10 at an earlier date. Not identified, modelled or costed in the Draft Plan. Not subject to impact assessment concerning listed buildings in vicinity of Dunchurch Crossroads Not demonstrated as avoiding sever consequences of routing additional traffic through an area (Dunchurch crossroads) with existing severe Air Quality issues.</p>		<p>Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick’s local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
234	Christine McGillan	NA	NA	DS10	RBC failing its duty to meet Coventry's unmet need with it replacing the Walsgrave site with Lodge Farm which is 15 miles away. Warwick's Plan failed to meet the City's need resulting in the delay of the Plan and the allocation of sites on the edge of the city.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
234	Christine McGillan	NA	NA	DS10	Site is not in accordance with NPPF para 30,34 and 38 with it not being adjacent to the urban area or employment land. Residents will need to travel to the sub region for work, whilst public transport will be increased the site will still be reliant upon the private car.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
234	Christine McGillan	NA	NA	DS10	<p>Inconsistent with NPPF core principle about making the fullest possible use of public transport, walking and cycling , and focus significant development in locations which are or can be made sustainable. Lodge Farm does not conform to this due to its distance particularly for walkers and cyclists to the main urban area. Public transport could be improved but not clear how it will be funded over time there will still be an over reliance on the private car for journeys to work and leisure facilities.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>
234	Christine McGillan	NA	NA	DS10	<p>No evidence, thought or consideration of impact of 12,700 homes being proposed to the south west or south east of the town can the sub housing market area, cope with significant level of housing over 20 years. There is a lack of demand and risk of no 5 year supply of housing due to the aspirational target.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
234	Christine McGillan	NA	NA	DS10	Site is not suitable with it being a remote location reliant on the private car , not related to Rugby or Coventry urban areas, landscape impacts and site lacks definition thus could be subject to expansion and infill.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
234	Christine McGillan	NA	NA	DS10	No evidence, thought or consideration of impact of 12,700 homes being proposed to the south west or south east of the town can the sub housing market area, cope with significant level of housing over 20 years. There is a lack of demand and risk of no 5 year supply of housing due to the aspirational target.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
235	Kim Cockburn	NA	NA	DS10	Not the correct place to build a village	Remove DS10 from local plan	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.
238	Anne Cockburn	NA	NA	DS10	The roads round all the small villages are unsuited to all the extra traffic also the new village is opposite a prison	should not be built	No change required. The STA identifies the strategic routes from DS10 with further localised impacts being identified through the planning application process. The operation of a prison opposite the site is not a planning constraints for the allocation of the site though it may influence the design of the frontages and consultation will take place with the operators when a planning application is submitted for the site.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
239	Sally Ann Williams	NA	NA	DS10	DS10 is unsuitable due to the main road and nearby prison; open to expansion in the future;	Remove DS10	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.
240	Rosalin Collard	NA	NA	DS10	Should not be built on good farmland. Is not needed for this area and will create more traffic.		Proposed Appendix 3 Infrastructure Delivery Plan has been amended following consideration of this consultation response and the updated Strategic Transport Assessment. DS9 and IDP mod updates ref LP54.46 - LP54.58 - and LP54.120 - LP54.123

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
241	D Weaver	NA	NA	DS10	Should not be built here. Too much traffic created by at least 2 cars per house. Also to low lying for drainage. Flooding.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
242	Margaret O' Donnell	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
244	Mark Cleaver	NA	NA	DS10	<p>The proposed development will lead to additional congestion, especially in Dunchurch and the A45. Concerns in relation to an existing lack of GP and schools provision and the impact future development would have upon this as well as a lack of nearby employment facilities. The area is at risk of flooding, which development will exacerbate. The development is also not sustainable and there is no local need or justification.</p>	<p>Remove DS10 and re-allocate site at Walsgrave</p>	<p>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. 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). All relevant service providers have 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the</p>

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							<p>spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA.</p>
245	Robert McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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245	Robert McAulley	NA	NA	DS10	<p>Culture.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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245	Robert McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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245	Robert McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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245	Robert McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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245	Robert McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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245	Robert McAulley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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245	Robert McAulley	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
245	Robert McAulley	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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					lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.		
247	Karen Holmes	NA	NA	DS10	The local plan is unsound as it does not directly deal with obligations under the MOU with Coventry unless it re-allocates the Walsgrave site and removes Lodge Farm. Sustainability appraisal evidence was not available at time of replacing Walsgrave site with Lodge Farm proposal. Plan proposes 12,700 dwellings to south of Rugby, can the sub-housing market area cope with the delivery of this. Increased delivery rates in plan are aspirational and if not delivered then plan will not have a 5 year housing land supply. Lodge Farm is an unsustainable location where travel will be predominantly by private car, site being remote to urban areas of Rugby and Coventry, and is therefore contrary to 12 core principles of NPPF. Lack of employment means people will be required to travel to work. Traffic congestion will increase at Dunchurch crossroads and air quality will deteriorate further. Lodge Farm site has only been introduced to transport modelling as sensitivity test which is not sufficient. The flat nature of the site means the	Remove Lodge Farm and reinstate Walsgrave site	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft

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					<p>development would have a huge impact on open character of the area; the site lacks definition or boundary and would attract ongoing infill and expansion - by contrast the Walsgrave site is well defined.</p>		<p>Local Plan which were then subject to a further round of 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
248	Margaret McAulley	NA	NA	DS10	<p>Amount of documentation is too large to read. Analysis of roads is inaccurate and no infrastructure plan and Warwickshire County Council cannot produce this information until after the consultation has ended. "Garden village" status should be led locally, not by councillors for party political gain. Grandborough Parish Council Parish Plan Survey (September 2016) found that 87% of respondents did not wish to see the development. Uncertain if affordable housing would be provided and if bus services would be adequate. Services not likely to be provided until enough houses have been built. Dunchurch crossroads already suffers from air pollution, which the situation will exacerbate. Existing flooding issues will be exacerbated. Woolcostt would cease to be a hamlet and Dunchurch will cease to be a village.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. All relevant service providers have 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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249	R M Raison	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
250	Patricia Ward	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
250	Patricia Ward	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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250	Patricia Ward	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
251	Robert O'Donnell	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
252	Paula A Palmer	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
252	Paula A Palmer	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
252	Paula A Palmer	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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253	C R Palmer	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
253	C R Palmer	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
253	C R Palmer	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
254	Steve Palmer	NA	NA	DS10	<p>Local Plan Preferred Options received 280 comments however the draft Local Plan received over 2000 comments during the first consultation- a majority of which relate to Lodge Farm and came from residents living throughout the Borough; at Preferred Option stage RBC allocated Walsgrave Hill Farm to meet obligations to Coventry's need under the MoU- the document stated "In consideration of the significant contribution other areas will be making to meet Rugby's housing need and that the additional need is coming from Coventry.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Delivery on the edge of Coventry is the logical approach...the promotion of sustainable patterns of development that meet identified housing needs is an exceptional circumstance that can justify Green Belt release. In this specific location, the advantages of locating development that meet the unmet housing needs of the Coventry and Warwickshire housing market area, Coventry City specifically, are a further sufficiently exceptional circumstance to justify Green Belt release within Rugby Borough"; reasons identified in Housing Background Paper for subsequent exclusion of Walsgrave are doubts over deliverability of road infrastructure, heritage concerns, ecology concerns and the requirement by the site promoters to include employment land- it is believed that these concerns have been significantly addressed by Oxalis Planning on behalf of Roxhill; sustainability assessment for Walsgrave Hill Farm site shows it to be more sustainable than Lodge Farm- hence the criteria for removing a site from the Green Belt (NPPF Paragraph 84)- has been met; SALFV believes that the draft Local Plan does not provide for Coventry's need (2,800 homes); NPPF supports development which "facilitates the</p>		<p>deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>use of sustainable modes of transport” and “where the need to travel will be minimised”. The proposed sites in the Draft Local Plan ostensibly fail these tests in respect of Coventry’s needs - being more than 5 miles from the City boundary (A46) as the crow flies and considerably further by road; SALFV believe that DS10 is neither sustainable nor deliverable; DS10 is isolated and remote from employment, schools, retail and leisure; public transport is minimal and 1,500 homes falls short of numbers needed to significantly improve public transport meaning reliance on private cars; SALFV believe DS10 fails to meet all 18 sustainability objectives; no relevant and site specific transport assessment; with no specific obvious employment sites residents would use the A45 to work in Daventry, Coventry and Rugby; residents working at Jaguar Land Rover (Gadon), Southam and DIRFT would use country lanes; A45 a high risk crash route and known pollution in Dunchurch; major improvements to the A45 are required with the proposed spine road only making a minimal contribution to alleviating traffic problems caused by DS10; country lanes in Northamptonshire and Warwickshire; total lack of</p>		<p>which are contained within the modification IDP. All relevant service providers have 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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					<p>infrastructure at site, primary school and GP identified for site but will need water, electricity, sewage and flood protection (to alleviate rainwater runoff from Rainsbrook); funding for infrastructure must be in place before homes are constructed; the SW Spine Road is essential for Lodge Farm yet not scheduled for completion until 2025/2026 yet the first houses at Lodge Farm will not be completed until 2020- deliverability of Lodge Farm has not been thought through; very high cost of providing infrastructure which will reduce affordable housing provision a point conceded by the Head of Growth and Investment at Rugby Borough Council; SAFLV believes Lodge Farm is neither sustainable nor deliverable- a belief reinforced by consultants who the Committee (SALFV) have engaged; DS10 is opportunistic, ill-conceived and unrealistic and SA not prepared on basis of objective assessment of evidence</p>		

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258	Lesley Wilmot	NA	NA	DS10	Objection to proposed development at Lodge Farm. Use roads near the site 3-4 times weekly and has considerable road safety concerns. Farmland should not be developed when there are former factory sites available.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation .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.
259	Lynn Busby	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.		
259	Lynn Busby	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
259	Lynn Busby	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
259	Lynn Busby	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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259	Lynn Busby	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
259	Lynn Busby	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
259	Lynn Busby	NA	NA	DS10	<p>facilities; site has lack of public transport.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
259	Lynn Busby	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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259	Lynn Busby	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
259	Lynn Busby	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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259	Lynn Busby	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
260	Janice Jones	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA9, SA11, SA12, SA13, SA14, SA15 and SA16 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>regeneration; and there is no certainty over the delivery of onsite GP and commercial space. Site will have a negative impact by using a green field site losing resources from the local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic; site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics; site will increase pollution and have a negative impact on air quality and site will have a negative impact on vulnerable wildlife and farmland bird populations.</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
261	Adrian Dunkley	NA	NA	DS10	<p>Objection to Lodge Farm. Accept that there is a need to comply with the NPPF to boost the supply of housing. RBC have granted enough planning permission to satisfy allocation. Absence of assessment of why provision needs to be made on a greenfield site in a location outside of the development strategy to achieve compliance with the NPPF. The Plan acknowledges the significant supply of existing permissions/allocations and how this is expected to be delivered. It does not explain or provide analysis of why delivery of the existing allocation and infrastructure connected with it could not be brought forward. Without this the addition of DS10 cannot be justified. Further there is no evidence that including DS10 will actually increase delivery or delivery rate within the plan period. The site at Walsgrave Hill Farm has belatedly been removed from the plan. This allocation would have provided a more sustainable site which would meet the housing overflow from Coventry which Rugby agreed to meet. The decision to remove it is contrary to the argument that additional allocations are necessary or justified.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
261	Adrian Dunkley	NA	NA	DS10	<p>Objection to Lodge Farm. Accept that there is a need to comply with the NPPF to boost the supply of housing. RBC have granted enough planning permission to satisfy allocation. Absence of assessment of why provision needs to be made on a greenfield site in a location outside of the development strategy to achieve compliance with the NPPF. The Plan acknowledges the significant supply of existing permissions/allocations and how this is expected to be delivered. It does not explain or provide analysis of why delivery of the existing allocation and infrastructure connected with it could not be brought forward. Without this the addition of DS10 cannot be justified. Further there is no evidence that including DS10 will actually increase delivery or delivery rate within the plan period. The site at Walsgrave Hill Farm has belatedly been removed from the plan. This allocation would have provided a more sustainable site which would meet the housing overflow from Coventry which Rugby agreed to meet. The decision to remove it is contrary to the argument that additional allocations are necessary or justified.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
261	Adrian Dunkley	NA	NA	DS10	SA3 promote of health and population should be rescored +?/- to --	Remove Lodge Farm from the Local Plan	No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. It is considered that site can meet the policy requirements for the site and has been informed by the NHS.
261	Adrian Dunkley	NA	NA	DS10	States that they object to all of the SA scorings specifically stating SA1,2,3,6,8,11,12,13,15 &16.	Remove Lodge Farm from the Local Plan - will result in the loss of wild life and houses should go back to Coventry.	No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required.
261	Adrian Dunkley	NA	NA	DS10	SA3 promote of health and population should be rescored +?/- to --	Remove Lodge Farm from the Local Plan	No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. It is considered that site can meet the policy requirements for the site and has been informed by the NHS.
261	Adrian Dunkley	NA	NA	DS10	States that they object to all of the SA scorings specifically stating SA1,2,3,6,8,11,12,13,15 &16.	Remove Lodge Farm from the Local Plan - will result in the loss of wild life and houses should go back to Coventry.	No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
262	M Champion	NA	NA	DS10	Objection to DS10 on the basis that it would be out of character and increase congestion		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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
263	James Hesketh	NA	NA	DS10	Accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. Walsgrave Hill Farm site would provide a more sustainable site to meet housing overflow from Coventry. The decision to remove this proposed allocation is contrary to the argument that additional allocations are necessary or justified.		The NPPF states a plan period of 15 is preferable, not a requirement. The growth proposed for allocation within the plan exceeds the plan period. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
264	Jacqueline Hesketh	NA	NA	DS10	<p>Accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. Walsgrave Hill Farm site would provide a more sustainable site to meet housing overflow from Coventry. The decision to remove this proposed allocation is contrary to the argument that additional allocations are necessary or justified.</p>		<p>The approach taken to determining the residual housing need and annual targets ensures deliverable growth across the plan period. It is also an acceptable approach, in particular within the Hamite selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
266	Kim Taylor	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
266	Kim Taylor	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
268	Eric Palmer	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
268	Eric Palmer	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
268	Eric Palmer	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
268	Eric Palmer	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
269	Alan Belgrove	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
269	Alan Belgrove	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
269	Alan Belgrove	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
270	L A Belgrove	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
270	L A Belgrove	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
270	L A Belgrove	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
270	L A Belgrove	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
271	T R Taylor	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
272	R G Hughes	NA	NA	DS10	<p>RBC already allocated permissions which would largely satisfy the allocation, no justification as to why a greenfield site outside of the development strategy is proposed, no analysis as to why existing allocations and associated infrastructure could not be brought forward, no evidence that DS10 will increase delivery, Walsgrave Hill Farm site more sustainable location,</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
272	R G Hughes/ R O'Donnell	NA	NA	DS10	RBC already granted enough permissions to satisfy housing allocation; no justification for using greenfield site outside the development strategy area; no analysis as to why existing permissions can't be brought forward; no evidence DS10 will increase delivery through plan period; previously allocated Walsgrave Hill Farm site is more sustainable and would meet Coventry's overflow		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.
273	Valerie Taylor	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
273	Valerie Taylor	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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275	C J Dunkley	NA	NA	DS10	<p>Objection to Lodge Farm. Accept that there is a need to comply with the NPPF to boost the supply of housing. RBC have granted enough planning permission to satisfy allocation. Absence of assessment of why provision needs to be made on a greenfield site in a location outside of the development strategy to achieve compliance with the NPPF. The Plan acknowledges the significant supply of existing permissions/allocations and how this is expected to be delivered. It does not explain or provide analysis of why delivery of the existing allocation and infrastructure connected with it could not be brought forward. Without this the addition of DS10 cannot be justified. Further there is no evidence that including DS10 will actually increase delivery or delivery rate within the plan period. The site at Walsgrave Hill Farm has belatedly been removed from the plan. This allocation would have provided a more sustainable site which would meet the housing overflow from Coventry which Rugby agreed to meet. The decision to remove it is contrary to the argument that additional allocations are necessary or justified.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan</p>

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276	S M Jones	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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277	K Alston	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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279	Ben Jones	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
280	The Occupier	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
281	Susan Jones	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
282	L Simms	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
283	J Clarke	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
284	Pete Warren	NA	NA	DS10	DS10 is contrary to NPPF Paragraph 112 as it is needlessly using agricultural land, unsustainable. No provision for extra schooling, emergency services, highways provision for Dunchurch, increased traffic on a high risk crash route (A45), air and noise pollution, Dunchurch is already gridlocked which would be exacerbated and there would be an increased risk to pedestrian safety	Remove DS10	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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
286	The Occupier	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
289	Roderick Hastie	Grandborough Parish Council	NA	DS10	<p>1: Provide good quality local services... (SA - not in any settlement, but alongside 2 bus stops on Daventry Road: a minor negative): Regular Rugby - Daventry bus service that used the A45 has been deleted, and there is now minimal bus service. It is unlikely that any improved service would be viable, at least until well into the build programme. In the meantime early residents will have no service. SA should be a major negative. Grandborough PC Parish Plan survey carried out in the first week of September 2016 asked residents if they thought the proposed development would be beneficial to the parish. 87% said no. The 8 respondents who thought it might be beneficial gave reasons such as the provision of a local shop, local school, affordable housing, and local Doctor's surgery . It is apparent these perceived benefits are unlikely to be delivered for at least 15 years if ever. Had this information been available in early September it is quite likely that there would have been 100% response perceiving no benefit.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. All service providers have been consulted with and no change is required</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
289	Roderick Hastie	Grandborough Parish Council	NA	DS10	Promote/improve health of population (SA - Green infrastructure and possible Doctors Surgery, but additional air quality issues at Dunchurch. Minor positive or minor negative).. Site will contribute additional traffic to Dunchurch intersection, already designated as an AQMA. Healthcare or GP facilities proposed but given slow build-up of site deliverability must be extremely unlikely. SA score should be at least a minor negative.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
289	Roderick Hastie	Grandborough Parish Council	NA	DS10	3) Provide affordable and decent housing which meets the needs of the Borough. SA - Large site, 1500 homes will make a significant contribution to meeting Borough's housing needs. A major positive. Given cost of infrastructure required on this remote greenfield site, and the slow build-up of house numbers, the likelihood of any affordable housing being built is low or non-existent. SA score should be at least a minor negative.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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289	Roderick Hastie	Grandborough Parish Council	NA	DS10	4) Reduce crime and perception of crime. (SA - no direct effect): Already there are concerns within nearby local communities that the creation of a new chunk of urban development, albeit with fields around, will lead to an increase in crime and anti-social behaviour. The SA score should be a minor negative.		No change required. Warwickshire and West Mercia Police have been informed of the policy requirements. Phase 1 habitat survey has been informed of site selection. No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
289	Roderick Hastie	Grandborough Parish Council	NA	DS10	5) Promote/enable a strong, stable and sustainable local economy. SA - two bus stops and a promise of future public transport links. A minor positive score. See above re: bus stops and likelihood of further infrastructure provision. Due to difficulties in accessing Rugby Town Centre through Dunchurch, trade and commerce will be lost as residents will likely choose outskirts of Coventry via A45 or Daventry for social, shopping and other economic activities. SA score should be a minor negative impact.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
289	Roderick Hastie	Grandborough Parish Council	NA	DS10	6) Promote vitality and viability of the Town Centre. (SA score no impact). See above reaches to Town Centre. SA score should be minor negative impact.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
289	Roderick Hastie	Grandborough Parish Council	NA	DS10	7) Reduce Boroughs contribution to climate change (SA - Not in settlement, but two bus stops: negligible effect). See above re: bus stops. This means that all movement to/from the development will be by private vehicle for the foreseeable future, this surely means at least a minor negative impact.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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289	Roderick Hastie	Grandborough Parish Council	NA	DS10	8) Avoid, reduce, and manage flood risk (SA - outside flood zones 3a and 3b therefore minor negative). The site is a large tract of agricultural land with high absorbency, and significant flood water storage, sited at the top of the Leam catchment. Despite Rugby BC policy to require developers to ensure run off is no greater than current, there is a very real prospect that this requirement will not be met. Sure a significant negative.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
289	Roderick Hastie	Grandborough Parish Council	NA	DS10	9) Promote a sustainable and accessible transport network (SA - two bus stops; minor positive). Do not accept presence of two bus stops should general minor positive score, and in any event not comments rebus service above.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
289	Roderick Hastie	Grandborough Parish Council	NA	DS10	<p>Furthermore, while proposal has good access to A45/M45 for East/West travel, any traffic heading to Rugby will go via Dunchurch crossroads, thus replacing traffic flows which the proposed new spine road is designed to remove. Traffic will use country roads through Grandborough. These roads have long stretches of single track with passing places, two narrow hump back bridges, and a sharp right angle turn right in the centre of the village. The roads are also liable to flooding at many points. Suggestion that traffic flows will be reduced by traffic calming measures is laughable. Such measures do not stop drivers who perceive a route is a short cut. Existing villagers will be subject to greater inconvenience, even more noise and the probability of traffic vibration induced damage to property, with no benefit in reduced traffic flows. All of the above points to an SA score of significant negative.</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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289	Roderick Hastie	Grandborough Parish Council	NA	DS10	<p>10)Conserve and where possible enhance the Borough's biodiversity (SA uncertain minor negative/no impact/minor positive): Overall impact unknown because no EIA carried out. However it is clear that no positive impact can be gained from placing a modern village in open green spaces; it will not lead to habitat creation nor conserve or enhance species diversity. See Tim Marlow's comments. SA score should be at least a minor negative. Maintain and where possible enhance the quality of landscapes (SA could be minor negative but design and screening could mitigate). Site lies in centre of a 'bowl' with beautiful landscape views from E, W, N , S. No amount of screening will hide urban blot. Should definitely be a negative, probably a significant benefit.</p>		<p>No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
289	Roderick Hastie	Grandborough Parish Council	NA	DS10	<p>Summary: The more realistic SA scoring outlined above clearly demonstrates that this is not an appropriate site for a development of this nature. Furthermore if the development were to be allowed it will be classified as a MRS and would provide a core for further development outside the site boundaries. Indeed further land north of the A45, adjacent to the site, but running from M45 bridge over the A45 eastwards has been</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>offered for development and apparently accepted by RBC as potentially suitable. Question figure of 1500, developers would be looking for more so higher figure more realistic. Had the proposal been for land adjacent to the A45 but to the West of Dunchurch and Coventry it might have more validity, since such a location would provide easy access to A45, M45, Western Relief road, new spine road and reasonably wide routes to the South. Or even better, the original Walsgrave site adjacent to Coventry (whose housing shortfall we are required to assist with), and with excellent infrastructure already largely in place.</p>		<p>determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
289	Roderick Hastie	Grandborough Parish Council Chairman	NA	DS10	Remove DS10, if numbers still required re-instate Walsgrave Hill Farm site or replace with new proposal West of Dunchurch. SA1: Disagreement with SA as Rugby-Daventry bus service deleted and now minimal service- unlikely that any improved service will be viable at least well into build program which at 25 house per annum and 80 after 2020 will take a long time- leaving early residents with no service; likewise no Doctors, school or shops so SA score should be major negative. 87% of respondents to Grandborough Parish Council survey object to plan and 8 respondents who considered it beneficial gave reasons such as provision of a shop, school, affordable housing and Doctors surgery which is unlikely to be delivered for at least 15 years if ever had this information been available earlier the opposition rate likely to be 100%. SA2 Additional traffic at Dunchurch crossroads- already a AQMA; healthcare provision unlikely given slow delivery rate; SA3: given the cost of infrastructure on remote greenfield site and slow build of housing numbers affordable housing provision unlikely which is a Minor Negative; SA4: increased crime and anti-social behaviour- minor negative; SA5: Rugby Town will lose	Remove DS10	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. All relevant service providers have 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>trade due to residents shopping in Coventry, Daventry etc. to avoid congested roads into Rugby Town Centre- minor negative impact; SA6: score should be minor negative given comments on SA5; SA7: all movement by private car for foreseeable- minor negative; SA8: site is large tract of agricultural land with high absorbency and significant flood water storage- likely that RBC requirements for runoff will not be met; SA9: two bus stops cannot generate a minor positive score; despite DS10s good links to A45/M45 any traffic heading to Rugby will go via Dunchurch thus replacing traffic flows new spine road is designed to remove- traffic heading from DS10 to Warwick, Leamington, Gadon, M40 South or Southam will use existing country lanes through Grandborough- which are single track, with humpback bridges, sharp turns and liable to flooding; introducing speed bumps etc. is laughable as will not deter drivers seeking short cuts or with sat naves causing villagers to suffer greater noise, vibrations and inconvenience- significant negative; SA10: impact on environment unknown as no environmental assessment carried out however no positive impact from placing village on greenfield site as will not lead to</p>		<p>a live document and has been updated at modifications LP54.116-140. Additional details will be finalised at the Planning Application stage. . Warwickshire and West Mercia Police have been informed of the policy requirements. 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. 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. All SA scorings have been reviewed and no change is required.</p>

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					<p>habitat creation nor conserve or enhance biodiversity, quote from Ecologist - score should be minor negative. Summary: Not appropriate site for development of this nature, or any nature; if DS10 allowed would be a main rural settlement thus would form a 'core' for further development- land adjacent to the site had been offered for development and deemed suitable by RBC; 1500 homes density too low- 3000 more realistic; developing land West of Dunchurch would be more suitable given links to A45 or even better re-instating Walsgrave Hill Farm adjacent to Coventry (whose housing shortfall Rugby is meeting) and with infrastructure already in place. DS10 a late addition thus limited time to consider its impact; supporting information is unavailable</p>		
289	Roderick Hastie	Grandborough Parish Council	NA	DS10	DS10 - Areas of disagreement with the SA		Comments noted - No changes required
290	Michaela Fenwick-Wilson	NA	NA	DS10	Remove the proposed Lodge Farm Garden Village DS10 from Rugby Local Planning. Re-instate Walsgrave site to the plan	Remove Lodge Farm and re-instate Walsgrave Hill Farm site	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
290	The Occupier	NA	NA	DS10	Remove the Proposed Lodge Farm Garden Village DS10 from Rugby Local Planning -Reinstate Walsgrave site to the plan		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.
291	Russell Vessey	NA	NA	DS10	Accepted need for housing to comply with NPPF. RBC already granted permission for enough housing. DS10 absence for any assessment why provision for greenfield outside development strategy complies with NPPF. Plan does not explain why existing permissions and infrastructure cannot come forward. Without this DS10 cannot be justified. NO evidence that DS10 will increase rates within plan period. Walsgrave belatedly removed this would have been more sustainable to meet Coventry overflow.		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory (modification LP54.114-115). Infrastructure Delivery Plan has been amended following consideration of this consultation response and the updated Strategic Transport Assessment. Cross reference this with the minor changes table and add in the reference.
294	The Occupier	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their

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					<p>sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
296	Laurence Gibbons	NA	NA	DS10	No comment made.	Remove Policy DS10 from the local plan	DS10 is proposed for allocation as a new Main Rural Settlement through the Local Plan. The HBP details the necessity to bring forward a new housing market to support the delivery of growth at the Rugby urban area.

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298	Richard Jackson	NA	NA	DS10	The consultation period should be extended as the inclusion of Lodge Farm is a material change and the documents need further examination. Had the full trajectory for the Radio Station Mast site been included (310 not 190) then the inclusion of Lodge Farm would not have been necessary. Further information should be released in relation to Lodge Farm.	Extend the consultation period	Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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.
298	Richard Jackson	Willoughby Society	NA	DS10	DS10 rushed through using same evidence as other sites leaving a flawed assessment; Historic Environment: evidence regarding landscape and heritage outdated/omit proposed site which is troubling given surroundings have been subject to archaeological finds and adjacent to ancient trading routes; Leam Valley in Domesday book and current villages have grown organically since; surrounding landscape notable for ridge and furrow surviving from the open field systems operating before enclosure in the 17th and 18th centuries- which research in 2011 deemed of national importance- which DS10 will severely damage. Natural Environment: Rainsbrook Valley and Upper Leam provide corridors for wildlife including raptors, owls, sky larks, foxes, badgers, small mammals, hedgehogs and rodents; Green infrastructure bypasses the	Remove Lodge Farm. If RBC considers development in the Upper Leam Valley appropriate then should provide full and thorough evidence base and new consultation in line with cabinet guidelines	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a

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					<p>area rather than connects to it to the Rainsbrook and Upper Leam Valley, no study on impact on wider setting- insufficient to consider site only as inter-relationship between habitats, territories and terrain are understood- in absence of such evidence it can only be concluded impact on Leam Valley severe; SA: omissions in the evidence base and overly optimistic scoring against the plans sustainability give a wholly inaccurate assessment of the sustainability of the proposed development; little employment on site therefore people will have to commute to work by car given insufficient public transport; secondary schooling will be a significant distance away resulting in journeys by car; significant portion of traffic will use Dunchurch crossroads exacerbating existing air quality problem- serious omission in STA that impact of traffic going to Southam on small country lanes not assessed and no assessment of traffic flow on A45 roundabouts and impact of completion of Daventry link road to M1 at junction 16; proposed spine road unlikely to carry a material amount of traffic generated by proposed development. Garden Village: DS10 does not meet Department for Communities criteria for garden</p>		<p>necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. No change required.</p>

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					villages as DS10 would be a dormitory suburb, would not be self-sufficient and insufficient separation between DS10 and Woolscott and Onley and building a new settlement in a relatively short space of time would be at odds with nearby settlements which evolved over time. Conclusion: Detailed expert assessment of all aspects of Heritage and Natural Environment necessary before DS10 is included in Local Plan, SA unrealisable at best		
299	Leonie Tromans	NA	NA	DS10	RBC has already granted planning permission to satisfy the allocation. No assessment as to why a greenfield site is necessary or why existing permissions and infrastructure can't be brought forward with no evidence allocating DS10 will increase delivery. Walsgrave Hill Farm would be a more sustainable site. Lodge Farm Village is an unsustainable location, poor public transport and reliance on the private car- contrary to 'garden village' principles- a garden village must not be a dormitory suburb. Owing to delivery rate of 80-9- houses per year would not be self-sustaining for years. The site has no relationship to Rugby or Coventry. Due to the flat nature of the landscape the landscape character would be affected. The site lacks definition so would be liable to infill	Remove DS10	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply

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					or expansion in the future.		<p>throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.</p>

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301	S F Thomas	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
301	S F Thomas	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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301	S F Thomas	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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301	S F Thomas	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
302	M A Thomas	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
302	M A Thomas	NA	NA	DS10	<p>GP, commercial space or public transport.</p> <p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
302	M A Thomas	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
302	M A Thomas	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
308	Paul Greenwood	NA	NA	DS10	<p>The proposed level of housing is too high as almost 7,000 dwellings (50 Bilton Grange, 1,500 Lodge Farm and 5,000 South West) equates to approx. 25,000 more people and 10-20,000 cars. Concerned that as existing congestion and highway safety are issues in Dunchurch. Risk of coalescence between Cawston, Dunchurch and Rugby as the proposed size of the development is equivalent to a small town. Dunchurch crossroads already operating over-capacity and pollution at Dunchurch in breach of regulations; No justification as to why Rugby is taking Coventry's need. Questions over the data behind the SHMA. Agreement with Daventry District Council that further consideration should be given to accelerating the development of brownfield sites,</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>
309	Amy Chesney	NA	NA	DS10	<p>Traffic increase on the A45 and at Dunchurch where it is already congested; flooding already an existing issue which will be worse as a result of building on green field land; modern village will result in the loss of historic farmsteads and not in keeping with the historical villages; and impact on wildlife.</p>	<p>Remove Lodge Farm from the Plan</p>	<p>No change required. The Local Plan has been informed by an STA which identifies that flows through Dunchurch will be reduced as a result of the strategic mitigations identified as contained in the IDP. Any future application would need to ensure it complies with policies contained within the plan such as SDC5/6 the site will need to demonstrate that it will not increase flood risk elsewhere and NE2 Biodiversity. The selection of site has been informed by evidence such as an SFRA and habitat biodiversity audit..</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
310	Mark Chesney	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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311	N M Watkins	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
312	Michael	NA	NA	DS10	Re: SHMA - concerns over		No change required. The justification of

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
	Greenwood				<p>impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought</p>		<p>Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
313	Sarah Johnson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		
314	P A Thorne	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
315	The Occupier	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
316	Mary O'Reilly	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
317	Bryan O'Reilly	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
318	Norma Wheeler	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
318	Norma Wheeler	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
318	Norma Wheeler	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
318	Norma Wheeler	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
318	Norma Wheeler	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
318	Norma Wheeler	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
318	Norma Wheeler	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
318	Norma Wheeler	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.		
318	Norma Wheeler	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
318	Norma Wheeler	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
318	Norma Wheeler	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
318	Norma Wheeler	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
318	Norma Wheeler	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
320	Martyn O'Donell	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
321	Peter Skipp	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
322	D Alcock	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
323	Kathryn Watson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
324	R Fisher	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
325	Georgina Barr	NA	NA	DS10	<p>Traffic through Dunchurch already at bottleneck, pollution caused by this traffic is unacceptable. This will only be worsened</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
326	Ron Edgar	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
326	Ron Edgar	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
327	Jane Edgar	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
328	I Button	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					<p>high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
330	C Ewington	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
330	C Ewington	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
330	C Ewington	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
330	C Ewington	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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331	P A Sutherland	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
331	P A Sutherland	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements</p>
331	P A Sutherland	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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331	P A Sutherland	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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331	P A Sutherland	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
332	Martin Sutherland	NA	NA	DS10	DS10 is unsustainable as it is in an isolated location resulting in car dependence, no public transport and will have an air quality and pollution impact on the Dunchurch Crossroads as well as being reliant on the South West spine road. There is no employment, retail or leisure nearby, resulting in car reliance. In terms of deliverability, the scale of development is insufficient to provide a meaningful local centre. No prospect of early delivery in the plan period as any mitigation work would affect delivery rates and maintaining a 5 year housing land supply. No transport assessment submitted, no Phase 1 Ecology Assessment, no utilities assessment and no flood risk assessment.	Remove DS10	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. The STA June 2017 updated the September 2016 STA by increasing the modelled area so

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							<p>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, which are contained within the modification IDP. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. All relevant service providers have 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.</p>
333	Graham Varnish	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>(contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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333	Graham Varnish	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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333	Graham Varnish	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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333	Graham Varnish	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
333	Graham Varnish	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

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					<p>SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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333	Graham Varnish	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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334	D Watson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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334	D Watson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
335	M Watson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
336	Malcolm J Frisby	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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337	Catherine Camp	Barby and Onley PC	NA	DS10	RBC failed in Duty to co-operate as did not consult with Barby and Onley PC or engage with them over inclusion of the Lodge Farm site despite Onley being the closest residential development. Housing at Lodge Farm not justified. Site is isolated and will not meet sustainability objectives. Will not address shortfall of Coventry as too far away. Lodge Farm would exacerbate Air Quality issues at Dunchurch. Site at Lodge Farm is contrary to proposed GP1 and GP4 policies.	Remove DS10 from plan	No further Action required. Consultation letters were sent to Barby and Only Parish Council and it is considered that RBC has fulfilled its duties. Principle of Lodge Farm site and associated impacts have been considered and the proposed allocation is considered sound.
337	Catherine Camp	Barby and Onley PC	NA	DS10	Green Belt already compromised at originally proposed Walsgrave site. Do not see how Lodge Farm site justified. Will educational needs be met. Transport Assessment assumes Lodge Farm will provide off site contributions to the SW spine road (prior to commencement of Lodge Farm itself). Transport Assessment flawed as does not take into consideration traffic flows in Northamptonshire despite plans that traffic will access M1 South and A14 - local road networks already under pressure. Transport Assessment acknowledges Air Quality issues at Dunchurch and any increase in traffic will be unsustainable and detrimental. Do not feel as though impact on landscape and environment has been taken into		Plan considered to be the most suitable strategy so no further action required. Area at Walsgrave is designated Green Belt and therefore not recommended for allocation. Sites have been selected following assessment and represent preferred strategy. Infrastructure delivery has been considered. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.. Site selection considered to be most suitable option following assessment. Site

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					<p>consideration. Site is isolated and contrary to other statements in plan about promoting brownfield development. Leam Valley is a flood plain and local villages experience flooding problems in the Winter. Proposal will exacerbate problems. SA objective no.1 is to reduce/climate poverty, disadvantage and social exclusion. Question how a housing development completely separated from Rugby conurbation with no significant employment opportunities in the locality. Residents dependant on motor vehicles. Therefore not viable for affordable or social housing. Would be socially exclusive. Loss of open countryside would reduce social wellbeing. Loss of grade 3 agricultural land.</p>		<p>not located in Flood Zone, other flood matters may be addressed at application/design stage. Impacts on agricultural land have been given weight in considerations and site selection.</p>

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337	Catherine Camp	Kilsby Parish Council	NA	DS10	Is Lodge Farm site required Identified need for 12400 houses by 2031, but draft housing trajectory shows that this target will have been exceeded by 442 houses without any houses built on the Lodge Farm site. Cannot see how this garden village is justified.		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 housing target is not a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period. No alteration is required.O307
337	Catherine Camp	Kilsby Parish Council	NA	DS10	Is it justifiable to build in rural open countryside as an alternative to using a "Green Belt" site which is already compromised by Walsgrave Hospital on one side and Industrial/Employment sites of Ansty Park and Rolls Royce on the other?		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.

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337	Catherine Camp	Kilsby Parish Council	NA	DS10	Will educational needs be met, with a primary school only planned after 25 homes are occupied, and no provision for additional Secondary education places?		No change required. DS10 and IDP contain detail of the education provision onsite and offsite contributions to be made from the site, in agreement with education authority.
337	Catherine Camp	Kilsby Parish Council	NA	DS10	Transport Assessment acknowledges that pollution levels at Dunchurch Cross roads exceed European safety levels of nitrous oxides, and any increase of traffic by development of 1500 houses in a "Garden Village" site at Lodge Farm will be unsustainable and have a detrimental effect on the environment.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
337	Catherine Camp	Kilsby Parish Council	NA	DS10	We do not feel that the impact on the landscape and environment has been taken into consideration with a proposal to build a large housing development in a rural area of prime farm land. Site at Lodge Farm is isolated from other built up areas and is contrary to the statements made in the Draft Local Plan which		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.

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					state that brownfield land will be promoted.		
337	Catherine Camp	Kilsby Parish Council	NA	DS10	Leam valley is a flood plain and local villages experience flooding problems in Winter. This will be exacerbated.		DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
337	Catherine Camp	Kilsby Parish Council	NA	DS10	SA1 (Reduce/eliminate poverty...): Question how housing development completely separated from Rugby conurbation and with no significant employment opportunities in the locality, will meet this objective. Residents would be dependent almost entirely on motor vehicles to access employment, education, shopping , recreation and healthcare. For these reasons it will not be a viable site for affordable or social housing and will not reduce social exclusion. Loss open countryside and associated increase in traffic will reduce social well-being of the local community and change this area forever.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. 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. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory.

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338	Jane Hollard	NA	NA	DS10	Object to DS10 as will lead to considerable increase in traffic (NPPF paras. 30,34,37 and 95), failure to provide for horse riders (NPPF 75), threat of flooding (NPPF 93-104), and destruction of character of existing settlements such as Grandborough, Woolscott and Willoughby (NPPF 17 and 58).	Support proposal of Walsgrave Hill site on edge of Coventry	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
339	S Harwood	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to

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					<p>no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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342	W Whitehouse	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
343	J Whitehouse	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
344	Bob Busby	NA	NA	DS10	<p>Lodge Farm inconsistent with NPPF Core Principle due to its distance, particularly for cyclists and walkers, to a main urban area. Public transport could be increased but it will still be overly reliant on the private car for journeys to work and leisure facilities. DS10 inconsistent with NPPF para 30,34 and 38 as the site is not adjacent to the urban area and there is no employment land allocation. Residents will therefore have to travel across the sub region for work. Although public transport could be increased to serve the site evidence across the UK suggest the site will still be heavily car reliant. The local plan is unsound as it does not directly deal with the Council's obligations under the MOU with Coventry, unless it re-allocates the Walsgrave site and removes Lodge Farm. Lodge Farm was selected prior to a sustainability appraisal being undertaken there is also a lack of studies and assessments that have been undertaken. The site is not a suitable location reliant on private car; no relationship to Coventry or</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement with a local centre, gap surgery, primary school and benefit from public transport, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the</p>

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					<p>Rugby urban areas; landscape impacts; lacks definition and open to infill and expansion and no previous use that sets it apart from other locations. Questions whether the South West sub housing market area could deliver the number of dwellings required. Question STA and sets out reasons as to why it is invalid for lodge farm.</p> <p>Recommendations from Vectos report have not been followed through by Rugby BC, who instead promote the Lodge Farm site earlier, interim measures of Dunchurch crossroads have not been costed and the impacts on air quality and historic environment has not been considered.</p>		<p>Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP. The modified housing trajectory has the delivery of the start commencing after the delivery of the by pass to Dunchurch as identified within modified policy DS9 (LP54.46).</p>
345	Mavis Witts	NA	NA	DS10	<p>Additional traffic will exacerbate existing congestion problems, creating more potholes which the Council don't have the money to fix. Concerns around affordability.</p>		<p>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.</p>

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347	Dorothy Ogle	NA	NA	DS10	<p>No firm statement of anything positive in the justification for SA3. And should be rescored Additional traffic will be generated through Dunchurch, south to Daventry and through surrounding villages which will significantly increase air pollution. Dunchurch is already designated an AQMA. Healthcare facilities are not accessible and require private transport. No firm plans on the onsite GP who are in short supply in other surgeries.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. All relevant service providers have 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.</p>

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347	Dorothy Ogle	NA	NA	DS10	Proposes revised scoring to SA13 objective as the site contains ridge and furrow which forms part of the historic landscape linking it to Onley village which is a Scheduled Ancient Monument (SAM). Ridge and Furrow was a reasoning with a crematorium was refused in Willoughby. Potential for further undesignated assets to be identified. By adopting DS10 the policy will not conform with the NPPF as it forms part of the setting of the SAM.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
347	Dorothy Ogle	NA	NA	DS10	Proposes revised scoring to SA11 objective as the site will lead to a greater consumption of fuel due to it being colder than surrounding villages. Higher fuel costs than locations closer to Rugby or Coventry for residents accessing school, services and leisure facilities. Community services and facilities are limited and no effective delivery of services for the site.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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347	Dorothy Ogle	NA	NA	DS10	Proposes revised scoring to SA8 objective as the site is remote from urban areas and cannot, conceivably, be considered to promote urban regeneration because residents will meet most of their requirements locally or via internet. For the weekly shop the development, if built, will bring more trade to Sainsbury at Dunchurch via the AQMA zone at Dunchurch lights or shops in Daventry where there is free parking.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
347	Dorothy Ogle	NA	NA	DS10	Proposes revised scoring to SA1 objective as the cost of infrastructure will result in very little affordable housing. The cost of transport to access local centres will be greater to those related sites more closely to commercial areas.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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347	Dorothy Ogle	NA	NA	DS10	Proposes revised scoring to SA6 objective as it will be difficult to see how public transport infrastructure will be provided as it will only be used by people without their own transport (likely to live in affordable housing).		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
347	Dorothy Ogle	NA	NA	DS10	Proposes revised scoring to SA2 objective as it will take time to develop a green field site enabling a sufficient community to warrant a primary school or surgery facilities. During initial phases will be required to use existing local facilities that are overstretched. Residents will unlikely change their established use of the offsite facilities. There will also be cost to residents who do not have access to their own transport.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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347	Dorothy Ogle	NA	NA	DS10	Proposes revised scoring to SA9 objective as this location will lead to greater consumption of power and fuel than other more appropriate sites. It is a proven fact that night time air temperatures at Onley and Willoughby are often 2-3 degrees Centigrade lower than surrounding villages of Dunchurch Barby and Braunstone due to the effect of the surrounding hills. This will lead to Increased heating cost. Fuel costs will be higher than locations closer to Rugby or Coventry due to needs for car transport to work, bus transport for schoolchildren, shops and entertainment, deliveries etc.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
347	Dorothy Ogle	NA	NA	DS10	Proposes revised scoring to SA4 objective as the high cost of infrastructure will result in negligible or no affordable housing. Remoteness of the site will reduce practicability for unemployed or lower income families to live there due to the lack of public transport and limited access to private transport to access services and leisure.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
347	Dorothy Ogle	NA	NA	DS10	Proposes revised scoring to SA7 objective as other locations for development adjacent to Rugby will have a more positive effect on 5A7 than DS10. Traffic congestion into Rugby from DS10 would discourage residents from shopping and trading in the Town. Residents, as they currently do in surrounding villages, will choose the trading centres on the outskirts of Coventry, in Daventry and even Milton Keynes via the A45 thus depriving the town of revenue and increases the shopping miles by car		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
347	Dorothy Ogle	NA	NA	DS10	Proposes revised scoring to SA12 objective as no flood risk assessment or mitigations is available and risks are unknown, particularly the impact on neighbouring villages. Current Afar based on info last updated in 2008 it does not take account of future risks due to climate change. Run off from the proposed housing site will be significant and will lead to increased flooding in Willoughby. SUDS will be difficult to engineer due to levels and there is no guarantee that it would be maintained long-term.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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347	Dorothy Ogle	NA	NA	DS10	Proposes revised scoring to SA14 objective as the STA is not adequate failing to assess traffic impact from the site with the model area not extending to it thus rat runs through surrounding villages and travel to Daventry not taken account of. Not been established that the proposed spine road will mitigate the impact of traffic on villages south of Dunchurch through to Daventry.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
347	Dorothy Ogle	NA	NA	DS10	Proposes revised scoring to SA17 objective as there is no evidence that the council has taken account of the NPPF core principle of the intrinsic character and beauty of the countryside for DS10. The Council have not taken account of the historic character and landscape in SA13. Site also has an ancient trackway which was used to transfer salt from Droitwich to Priors Marston to communities such as Hillmorton, Crick and Barby. Salt way passed through Onley and Woolscott probably leading to their evolution.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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347	Dorothy Ogle	NA	NA	DS10	<p>No firm statement of anything positive in the justification for SA3. And should be rescored Additional traffic will be generated through Dunchurch, south to Daventry and through surrounding villages which will significantly increase air pollution. Dunchurch is already designated an AQMA. Healthcare facilities are not accessible and require private transport. No firm plans on the onsite GP who are in short supply in other surgeries.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. All relevant service providers have 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.</p>

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347	D A Ogle	NA	NA	DS10	<p>Absence of any assessment of why provision needs to be made on a Greenfield site in a location outside of its development strategy to achieve compliance with the NPPF. Plan acknowledges the significant supply of existing permissions/allocations and how theism is expected to be delivered. Does not explain why delivery of existing allocation and infrastructure connected with it could not be brought forward. Without this the addition of DS10 cannot be justified. Further there is no evidence that including DS10 will actually increase delivery or delivery rate within the plan period.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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347	D A Ogle	NA	NA	DS10	Site at Walsgrave has belatedly been removed from the plan. This allocation would have provided a more sustainable site which would meet the housing overflow from Coventry which Rugby. Decision to remove it is contrary to the argument that additional allocations are necessary or justified.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
348	Roberta Whitehouse	NA	NA	DS10	Does not comply with para 17 of the NPPF due to the distance from the town centre for pedestrians and cyclists. Public transport could be increased but it is not clear where the funding will come from.		Proposed Appendix 3 Infrastructure Delivery Plan has been amended following consideration of this consultation response and the updated Strategic Transport Assessment. DS9 and IDP mod updates ref LP54.46 - LP54.58 - and LP54.120 - LP54.123
348	Roberta Whitehouse	NA	NA	DS10	Does not comply with: para 30 of the NPPF regarding solutions to greenhouse gases and reducing commuting. Local plans should support a pattern of sustainable development. Para 34 of the NPPF development which generates significant movement are located where need to travel is minimal and use of public transport maximised para 38 of the NPPF large scale developments should have a mix of uses onsite with day to day activities including work. DS10 note located adjacent to urban area. Flat location means landscape issues and will be very prominent which cannot be mitigated. Lacks definition and will be open to infill and expansion.		Proposed Appendix 3 Infrastructure Delivery Plan has been amended following consideration of this consultation response and the updated Strategic Transport Assessment. DS9 and IDP mod updates ref LP54.46 - LP54.58 - and LP54.120 - LP54.123

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348	Roberta Whitehouse	NA	NA	DS10	Contradicts principles of garden village, most travel private car, not sustainable, remote location to Rugby and Coventry.		Proposed Appendix 3 Infrastructure Delivery Plan has been amended following consideration of this consultation response and the updated Strategic Transport Assessment. DS9 and IDP mod updates ref LP54.46 - LP54.58 - and LP54.120 - LP54.123
348	Roberta Whitehouse	NA	NA	DS10	No evidence sub market can absorb 12,400 homes. HT shows existing sites are very slow to deliver. Rugby radio station good example of this with only 3 developers onsite. RBC dependent upon bringing forward S W Rugby within 5 yrs. no evidence in local plan to support this. Need firm evidence from RBC than can bring forward SUEs and that the market can absorb the sites.		Proposed Appendix 3 Infrastructure Delivery Plan has been amended following consideration of this consultation response and the updated Strategic Transport Assessment. DS9 and IDP mod updates ref LP54.46 - LP54.58 - and LP54.120 - LP54.123
348	Roberta Whitehouse	NA	NA	DS10	By replacing Walsgrave with Lodge Farm will see delivery of only 825 within the plan period. This location of Lodge Farm is 15 miles from Coventry and therefore RBC has breached the MoU obligations. DS10 not sound as does not deal directly with RBCs MoU to me CCC's housing need both in volume and location, unless remove LF and replace with Walsgrave Hill Farm.		Proposed Appendix 3 Infrastructure Delivery Plan has been amended following consideration of this consultation response and the updated Strategic Transport Assessment. DS9 and IDP mod updates ref LP54.46 - LP54.58 - and LP54.120 - LP54.123

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348	Roberta Whitehouse	NA	NA	DS10	<p>STA is very unsound. This makes the SA invalid. Model based on out of date data, DS10 only considered as a sensitivity test which is not viable for a significant allocation. The model should have been revalidated, calibrated and re run with Lodge Farm. Dunchurch crossroads a serve constraint, accepted by Vectos who state increase traffic at this location highly undesirable. RBC have ignored their consultants Vectos and seek to bring forward LF earlier supported by an interim measure which is not identified, modelled or costed within the plan, impact on historic centre of Dunchurch, the severe consequences of routing additional traffic through Dunchurch with existing air quality issues.</p>		<p>Proposed Appendix 3 Infrastructure Delivery Plan has been amended following consideration of this consultation response and the updated Strategic Transport Assessment. DS9 and IDP mod updates ref LP54.46 - LP54.58 - and LP54.120 - LP54.123</p>
349	Stephen Tromans	NA	NA	DS10	<p>Lodge Farm is inconsistent with Paragraph 17 of the NPPF as it contravenes that Planning should: "Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable" due to its distance from any urban area, especially for walkers and cyclists- public transport could be increased but it would still be overly-reliant on private cars for journeys to work and leisure facilities;</p>	Remove DS10	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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349	Stephen Tromans	NA	NA	DS10	<p>DS10 is contrary to NPPF Paragraphs 30 (congestion), 34 (minimising travel) and 38 (promoting mixed use development); Lodge Farm is not adjacent to the main urban area and would not include any additional employment land- residents would be required to work across the sub-region (Coventry, Daventry, Rugby), public transport could be increased but evidence from across the UK indicates residents in rural areas reliance on private cars.</p>	Remove Lodge Farm	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
349	Stephen Tromans	NA	NA	DS10	DS10 will not fulfil adequately meet Rugby's obligations to Coventry; removing Walsgrave Hill Farm and introducing Lodge Farm to deliver 825 homes in the plan period 15 miles away from Coventry means the borough will fail in its obligations under the MoU; Warwick District Council submitted their plan without dealing with their obligations to Coventry- consequently the examination was paused, plan sent back, causing a 1 year delay in the adoption of the plan resulting in Warwick allocating green belt sites near Coventry at Kings Hill and Westwood Heath; Local Plan unsound as does not deal with Coventry's obligations under the MoU unless it re-allocates the Walsgrave site and removes Lodge Farm	Re-allocate Walsgrave site and remove Lodge Farm	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. Comments noted. All relevant service providers have 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.

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349	Stephen Tromans	NA	NA	DS10	<p>VECTOS was commissioned by RBC/WCCH to provide an STA to support the Local Plan and the inclusion of Lodge Farm; assessment is insufficient, invalid and limited; Lodge Farm SA is invalid, the proposal cannot be said to sustainable and the Local Plan is unsound; The STM model developed by VECTOS does not include Lodge Farm properly as it does not consider impacts at Daventry and along the A45 through Flora Hill to the South where traffic is already known to cause issues- this is not acceptable given the scale of the development and proximity to Daventry therefore the model is not fit for purpose; the trip-end data used to support the trip distribution is invalid and based on 2011 census data which is outdated; model outputs unreliable thus cannot be used to assess the impacts of the site; due to time constraints imposed on VECTOS by RBC the Lodge Farm site was included as an afterthought by way of a limited sensitivity test which is inappropriate for such a major allocation- the model should be extended, re-calibrated and the entire Local Plan analysis re-run to determine cumulative impacts across the whole network; Dunchurch Crossroads represents a serious impediment to development</p>	Remove DS10	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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. 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).</p>

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					<p>to the South of Rugby which is fully recognised by VECTOS who advise that any traffic increase in this location would be 'highly undesirable' and acknowledge there is 'limited capacity in this area to provide additional improvements'- their recommended approach is to complete the A45/M45 to A426 section of the South West Link Road (SWLR) at the 'earliest possible opportunity' and in the interim, locate housing away from the South West of the district altogether; RBC has not followed the approach recommended by VECTOS as RBC seek to promote the delivery of Lodge Farm at an earlier date; interim improvements at Dunchurch Crossroads not modelled, costed or impact assessed on heritage assets; routing additional traffic through an area with air quality issues has not been considered;</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
350	Sandra Gasser	NA	NA	DS10	Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
351	David Thompson	NA	NA	DS10	DS10 contrary to NPPF Paragraph 112 (removal of agricultural land); no soil survey of the land has been undertaken and grade of soil is unknown which is scandalous for a Borough presenting itself as an agricultural market town;	Remove DS10 and re-instate Walsgrave Hill Farm	The selection of sites has been informed by a SHLAA which has assessed sites on greenfield and brownfield sites on a consistent basis. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required and this has necessitated the release of land within the open countryside.

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351	David Thompson	NA	NA	DS10	Schools are in the wrong place contrary to NPPF Paragraphs 30, 34 and 37); no increased secondary school provision which is essential to deal with increased housing adjacent to Dunchurch; increase in secondary education provision essential with no provision made in the Local Plan	Remove DS10 and reinstate Walsgrave Hill Farm	No change required . Warwickshire County Council Education team, the relevant statutory body, have informed the education requirements contained within the Plan.
351	David Thompson	Stand Against Lodge Farm Village	Stand Against Lodge Farm Village	DS10	Significant concerns have been raised about Lodge Farm resulting in more representations received from the previous local plan consultation. Summarises areas of disagreement which relate to the following - the MoU to take 2,800 dwellings from CCC, the identification and exceptional circumstances set out in the Preferred Options for the allocation of the Walsgrave Hill Farm site; sets out the reasoning for not continuing with the Walsgrave Hill Farm allocation and highlights that these issues are now addressed by the site promoter thus the site is more sustainable than the allocation of the Lodge Farm sites; Local Plan does not adequately meet the needs of CCC by not locating the unmet need to areas that will minimise the need to travel and facilitate the use of sustainable transport modes particularly with the Lodge Farm site being more than 5 miles from the City boundary as crow flies more by road; Lodge Farm Village is not sustainable or deliverable with it		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. 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

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					<p>being isolated and relatively remote (from employment, education leisure and retail). reliant on the private car and insufficient dwellings to justify public transport; formal representation set out identifying how the site fails on 18 sustainability objectives; no relevant and specific transport assessment undertaken for the site to access employment opportunities resulting in the use of country lanes, A45 which is a high crash route and impact on Dunchurch cross roads. The proposed spine road will make a minimal contribution to alleviating the impact of the site there is a need for the improvement/upgrading widening of country lanes in Warwickshire and Northamptonshire. such improvements will change the environment of the surrounding villages and will require massive investment; lack of infrastructure on the site with the school and medical facility reliant on other agencies/organisation contributing to it, additional investment to provide water, electricity, sewerage and flood protection measures (surface run off from the site into the Rainsbrook); funding and provision of the improvements to the roads and other infrastructure will need to take place before any</p>		<p>surveys, to identify the strategic transport infrastructure to support the Local Plan. The measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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					<p> dwellings. The spine road is identified as being essential but dwellings are anticipated from the site prior to its completion. Deliverability of the site has not been thought of and the cost of the infrastructure will impact on affordable housing provision. Concludes that that the site is not sustainable or deliverable reinforced by professionals consultants and advisors. SA has not been based on an objective basis of the evidence. </p>		<p> Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. </p>

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351	David Thompson	Stand Against Lodge Farm Village	Stand Against Lodge Farm Village	DS10	<p>DS10 is remote, unsustainable and with no relationship to the Rugby Urban Area causing car reliance with little public transport use- contrary to the principles of a garden village; no employment opportunities nearby, no facilities e.g. schools, shops etc. resulting in total car reliance for employment, leisure and retail needs; baseline assessment has disproportionate reliance on just two existing bus stops on Daventry Road; SA inconsistent in its assessment of DS10 compared to the judgements of its baseline and over-emphasises mitigation to make the site sustainable particularly in relation to services and facilities, sustainable transport, resource, climate change and biodiversity for example 'reducing poverty' category gives a negligible effect score and relies on inclusion of telecommunications to being this score up to a 'minor positive effect'; The Local Planning Authority and Inspector are under a statutory duty to exercise any function in relation to the Local Plan "with the objective of contributing to the achievement of sustainable development" (under Section 39(2) of the Planning and Compulsory Purchase Act 2004). The Framework and National Planning Policy Guidance (NPPG) must be considered in this context; The</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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					<p>Framework adopts the UN's definition of 'sustainable development' as "meeting the needs of the present without compromising the ability of future generations to meet their own needs; SALFV in agreement that development should be focused on most sustainable locations i.e. Rugby town and edges to help support the vitality of Rugby Town, locating new housing close to services and with the best chance of securing new infrastructure- new housing should not be located in an unsustainable open countryside location; conclusions of the SA are flawed therefore allocation of Lodge Farm unjustified; purpose of planning to achieve sustainable development (economic, social and environmental- allocation inconsistent with national framework as it will not enable the delivery of sustainable development therefore allocation should be removed; In conclusion, Local Plan is not sufficiently justified with regards to the evidence base, consideration of reasonable alternatives and relationship with the NPPF;</p>		<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP. All relevant service providers have 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. 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.</p>
352	Elaine Selickis	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to</p>

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					<p>no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
352	Elaine Selickis	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
352	Elaine Selickis	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
352	Elaine Selickis	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
355	Meriel Buxton	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
356	R B Goode	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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358	C J Seager	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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363	Maritsara Hall	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
363	Maritsara Hall	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
363	Maritsara Hall	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
363	Maritsara Hall	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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366	Paul Foster	NA	NA	DS10	Strongly object to development as the site is prime agricultural land; Woolscott and Grandborough would be overwhelmed;	Reject DS10	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.
374	Willow Lerigo	NA	NA	DS10	DS10 is unsound, unsustainable and non-compliant with NPPF as: DS10 is in an isolated location reliant on private transport, traffic congestion and air quality implications for Dunchurch Crossroads and is reliant on the link road as part of the South West allocation; there are no employment opportunities nearby resulting in commuting by car; scale of development not sufficient to provide a meaningful local centre; little prospect of early delivery within the plan period thus affecting the 5 year land supply; lack of evidence on highways deliverability- no transport assessment, no phase 1 ecology assessment, no utilities assessment e.g. sewer capacity/treatment, no flood risk assessment; DS10 should be located closer to existing and proposed employment opportunities and facilities	Remove DS10	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. The STA

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							<p>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, which are contained within the modification IDP. All relevant service providers have 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
375	Charles Grimes	NA	NA	DS10	<p>Policy DS10 is unsound. Isolated location. Total reliance on the car No meaningful public transport infrastructure - rail or buses Access not yet agreed with Local Authority Traffic and Air Quality impact on Dunchurch cross roads Reliance in link road/spine road a part of South west allocation No employment opportunities No existing facilities People have no choice other than to travel to work or for leisure Development scale not sufficient to provide a meaningful local centre. A new settlement has little prospect of early delivery within the plan period. Remedial work could hinder the assumed delivery rate of and affect the maintenance of a 5 year land supply Lack of evidence on highways deliverability - no transport assessment No phase 1 ecology assessment No Utilities assessment No flood risk assessment</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
376	Angela Janes	NA	NA	DS10	<p>Policy DS10 is unsound. Isolated location Total reliance on the car No meaningful public transport infrastructure - rail or buses Access not yet agreed with Local Authority Traffic and Air Quality impact on Dunchurch cross roads Reliance in link road/spine road a part of South west allocation No employment opportunities No existing facilities People have no choice other than to travel to work or for leisure Development scale not sufficient to provide a meaningful local centre. A new settlement has little prospect of early delivery within the plan period. Remedial work could hinder the assumed delivery rate of and affect the maintenance of a 5 year land supply Lack of evidence on highways deliverability - no transport assessment No phase 1 ecology assessment No Utilities assessment No flood risk assessment</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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377	Martin Scott	NA	NA	DS10	<p>DS10 is unsustainable as it is in an isolated location resulting in car dependence, no public transport and will have an air quality and pollution impact on the Dunchurch Crossroads as well as being reliant on the South West spine road. There is no employment, retail or leisure nearby, resulting in car reliance. In terms of deliverability, the scale of development is insufficient to provide a meaningful local centre. No prospect of early delivery in the plan period as any mitigation work would affect delivery rates and maintaining a 5 year housing land supply. No transport assessment submitted, no Phase 1 Ecology Assessment, no utilities assessment and no flood risk assessment.</p>	Remove DS10	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
378	D Scott	NA	NA	DS10	<p>DS10 unsound. Unsustainable and does not comply with NPPF for following reasons:Transport:Isolated location Total reliance on car. No meaningful public transport. Infrastructure - rail or buses. Access not yet agreed with local highway authority. Traffic and air quality impact on Dunchurch cross roads. Reliance on link road/spine road a part of South West allocation. Nearest facilities. No employment opportunities located nearby. No existing facilities, therefore total reliance on the car. Deliverability. Scale of development not sufficient to provide a meaningful local centre. Lack of detailed information: Lack of evidence on highways deliverability - no transport assessment. No phase 1 ecology assessment. No utilities assessment e.g. sewer capacity/treatment. No flood risk management.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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379	Richard C Hayward	NA	NA	DS10	<p>Policy DS10 is unsound. Isolated location Total reliance on the car No meaningful public transport infrastructure - rail or buses Access not yet agreed with Local Authority Traffic and Air Quality impact on Dunchurch cross roads Reliance in link road/spine road a part of South west allocation No employment opportunities No existing facilities People have no choice other than to travel to work or for leisure Development scale not sufficient to provide a meaningful local centre. A new settlement has little prospect of early delivery within the plan period. Remedial work could hinder the assumed delivery rate of and affect the maintenance of a 5 year land supply Lack of evidence on highways deliverability - no transport assessment No phase 1 ecology assessment No Utilities assessment No flood risk assessment</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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380	Jenny Hayward	NA	NA	DS10	<p>Policy DS10 is unsustainable and does not comply with the NPPF due to: isolated location; reliance on the car; no meaningful public transport infrastructure; access not yet agreed; traffic and air quality impacts at Dunchurch crossroads; reliance on SW Rugby allocation spine road. No employment opportunities are located nearby; no existing facilities; no choice other than to travel to meet work and leisure/retail needs. The scale of development is not sufficient to provide a meaningful local centre and development has little prospect of delivery early in the plan period.</p>	<p>Remove Policy DS10 - allocation for 1,500 dwellings should be located nearer to employment areas and where facilities and amenities are available without unnecessary travel by car.</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
381	Jean Shackelford	NA	NA	DS10	Policy DS10 is unsustainable and does not comply with the NPPF due to: isolated location; reliance on the car; no meaningful public transport infrastructure; access not yet agreed; traffic and air quality impacts at Dunchurch crossroads; reliance on SW Rugby allocation spine road. No employment opportunities are located nearby; no existing facilities; no choice other than to travel to meet work and leisure/retail needs. The scale of development is not sufficient to provide a meaningful local centre and development has little prospect of delivery early in the plan period.	Remove Policy DS10 - allocation for 1,500 dwellings should be located nearer to employment areas and where facilities and amenities are available without unnecessary travel by car.	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. The STA

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
382	Emily Hayward	NA	NA	DS10	<p>Policy DS10 is unsound. Isolated location Total reliance on the car No meaningful public transport infrastructure - rail or buses Access not yet agreed with Local Authority Traffic and Air Quality impact on Dunchurch cross roads Reliance in link road/spine road a part of South west allocation No employment opportunities No existing facilities People have no choice other than to travel to work or for leisure Development scale not sufficient to provide a meaningful local centre. A new settlement has little prospect of early delivery within the plan period. Remedial work could hinder the assumed delivery rate of and affect the maintenance of a 5 year land supply Lack of evidence on highways deliverability - no transport assessment No phase 1 ecology assessment No Utilities assessment No flood risk assessment</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
383	Charles Hayward	NA	NA	DS10	<p>Policy DS10 is unsound. Isolated location Total reliance on the car No meaningful public transport infrastructure - rail or buses Access not yet agreed with Local Authority Traffic and Air Quality impact on Dunchurch cross roads Reliance in link road/spine road a part of South west allocation No employment opportunities No existing facilities People have no choice other than to travel to work or for leisure Development scale not sufficient to provide a meaningful local centre. A new settlement has little prospect of early delivery within the plan period. Remedial work could hinder the assumed delivery rate of and affect the maintenance of a 5 year land supply Lack of evidence on highways deliverability - no transport assessment No phase 1 ecology assessment No Utilities assessment No flood risk assessment</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
384	Natalie Skene	NA	NA	DS10	<p>Policy DS10 is unsound. The proposed allocation is in an isolated location requiring reliance on private cars, no public transport agreed and will exacerbate traffic congestion and pollution issues at Dunchurch crossroads. No employment provision nearby resulting in further car reliance, no local services so future residents would have to travel for all their retail and leisure needs; the scale of the development is insufficient to provide a local centre, no delivery early in the plan period which could affect 5 year land supply, lack of highways details, no phase 1 ecology assessment, no utilities assessment and no flood risk assessment.</p>	<p>Remove DS10- The 1,5400 homes should be allocated closer to existing employment opportunities and amenities to prevent car reliance and ensure compliance with the NPPF</p>	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). All relevant service providers have 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
385	Nicola Dolley	NA	NA	DS10	<p>Policy DS10 is unsound. The proposed allocation is in an isolated location requiring reliance on private cars, no public transport agreed and will exacerbate traffic congestion and pollution issues at Dunchurch crossroads. No employment provision nearby resulting in further car reliance, no local services so future residents would have to travel for all their retail and leisure needs; the scale of the development is insufficient to provide a local centre, no delivery early in the plan period which could affect 5 year land supply, lack of highways details, no phase 1 ecological assessment, no utilities assessment and no flood risk assessment.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). All relevant service providers have 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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366	Audrey Bowerman	NA	NA	DS10	<p>Policy DS10 is unsound as it is not sustainable and doesn't comply with the NPPF due to the following; isolated location, reliance on private car; no meaningful public transport; access not agreed; traffic and air quality problems in Dunchurch; reliance on spine road in the south west allocation; no employment opportunities nearby; no existing facilities; residents will need to travel for leisure and retail needs; scale of development not sufficient to deliver a meaningful local centre; new settlement unlikely to deliver in the first 5 years of the plan; no phase 1 ecology report; no utilities assessment; no flood risk assessment and no transport evidence.</p>	<p>Remove lodge farm Policy DS10 from the Plan. The 1500 house allocation should be located nearer to existing and proposed employment areas and where substantial facilities and amenities are available without residents having to resort to unnecessary travel by private motor car. This will enable it to comply with the NPPF.</p>	<p>No change required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. The details matters relating to public transport and accesses will be agreed at a planning application stage. The site will contain a services and public transport to enable access to Rugby. The site as identified within the modified housing trajectory will come forward once the Dunchurch spine road is in place. The assessment of sites has been undertaken on a consistent basis with further detailed reports being undertaken during the application process.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
386	Audrey Bowerman	NA	NA	DS10	<p>Policy DS10 is unsound. Isolated location Total reliance on the car No meaningful public transport infrastructure - rail or buses Access not yet agreed with Local Authority Traffic and Air Quality impact on Dunchurch cross roads Reliance in link road/spine road a part of South west allocation No employment opportunities No existing facilities People have no choice other than to travel to work or for leisure Development scale not sufficient to provide a meaningful local centre. A new settlement has little prospect of early delivery within the plan period. Remedial work could hinder the assumed delivery rate of and affect the maintenance of a 5 year land supply Lack of evidence on highways deliverability - no transport assessment No phase 1 ecology assessment No Utilities assessment No flood risk assessment</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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387	Trevor Janes	NA	NA	DS10	<p>DS10 is an unsuitable location; DS10 is unsustainable as most residents will travel by car contrary to the principles of a 'garden village'; the site is remote with no relationship with the Coventry and Rugby urban areas; landscape character would be damaged, scale of development insufficient to provide a meaningful local centre; new settlement has little prospect of early delivery within the plan period- any mitigation works could hinder delivery rate; lack of evidence on highways deliverability- no transport assessment, no ecology assessment, no utilities assessment e.g. sewer capacity, no flood risk assessment,</p>	Remove DS10	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP. All relevant service providers have 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</p>

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388	Patricia Sutherland	NA	NA	DS10	<p>Policy DS10 is unsound. The proposed allocation is in an isolated location requiring reliance on private cars, no public transport agreed and will exacerbate traffic congestion and pollution issues at Dunchurch crossroads. No employment provision nearby resulting in further car reliance, no local services so future residents would have to travel for all their retail and leisure needs; the scale of the development is insufficient to provide a local centre, no delivery early in the plan period which could affect 5 year land supply, lack of highways details, no phase 1 ecological assessment, no utilities assessment and no flood risk assessment.</p>	Remove DS10. Allocate 1,500 dwellings closer to employment opportunities	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). All relevant service providers have 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.</p>
389	Mark Hayward	NA	NA	DS10	<p>DS10 is unsustainable as it is in an isolated location resulting in car dependence, no public transport and will have an air quality and pollution impact on the Dunchurch Crossroads as well as being reliant on the South West spine road. There is no employment, retail or leisure nearby, resulting in car reliance. In terms of deliverability, the scale of</p>	Remove DS10	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which</p>

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					<p>development is insufficient to provide a meaningful local centre. No prospect of early delivery in the plan period as any mitigation work would affect delivery rates and maintaining a 5 year housing land supply. No transport assessment submitted, no Phase 1 Ecology Assessment, no utilities assessment and no flood risk assessment.</p>		<p>assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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390	Maxwell Hayward	NA	NA	DS10	<p>DS10 is unsustainable as it is in an isolated location resulting in car dependence, no public transport and will have an air quality and pollution impact on the Dunchurch Crossroads as well as being reliant on the South West spine road. There is no employment, retail or leisure nearby, resulting in car reliance. In terms of deliverability, the scale of development is insufficient to provide a meaningful local centre. No prospect of early delivery in the plan period as any mitigation work would affect delivery rates and maintaining a 5 year housing land supply. No transport assessment submitted, no Phase 1 Ecology Assessment, no utilities assessment and no flood risk assessment.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP. Further detailed Ecological reports will be submitted as part of any future applications. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>
391	Kallum Flitter	NA	NA	DS10	<p>Policy DS10 is unsustainable and does not comply with the NPPF due to: isolated location; reliance on the car; no meaningful public transport infrastructure; access not yet agreed; traffic and air quality impacts at Dunchurch crossroads; reliance on SW Rugby allocation spine road. No employment opportunities are located nearby; no existing facilities; no choice other than to travel to meet work and leisure/retail needs. The scale of development is not sufficient to provide a meaningful local centre and development has little prospect of delivery early in the plan period.</p>	<p>Remove Policy DS10 - allocation for 1,500 dwellings should be located nearer to employment areas and where facilities and amenities are available without unnecessary travel by car.</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will</p>

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							<p>ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
392	Harry Hayward	NA	NA	DS10	<p>Policy DS10 is unsustainable and does not comply with the NPPF due to: isolated location; reliance on the car; no meaningful public transport infrastructure; access not yet agreed; traffic and air quality impacts at Dunchurch crossroads; reliance on SW Rugby allocation spine road. No employment opportunities are located nearby; no existing facilities; no choice other than to travel to meet work and leisure/retail needs. The scale of development is not sufficient to provide a meaningful local centre</p>	<p>Remove Policy DS10 - allocation for 1,500 dwellings should be located nearer to employment areas and where facilities and amenities are available without unnecessary travel by car.</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					and development has little prospect of delivery early in the plan period.		<p>most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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393	Eileen Chiverton	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3, SA12 and SA16 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety; no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment and site will have a negative impact on vulnerable wildlife and farmland bird populations.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
394	Norma Moran	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3, SA12 & SA13 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety. No flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment. Site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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396	Neil Higginson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
397	Greg Higginson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
398	Kerry Sanders	NA	NA	DS10	<p>Objections to the inclusion of land proposed to be developed as part of the Rugby Local Plan under the South West Rugby area and lodge farm based on the following Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals. W employment site will result in significant traffic movement and modifying Dunchurch crossroads will not cater for the growth planned for there will also be an impact on air quality. SA- strongly believe that the scores provided within the Sustainability Assessment Framework have been assessed in a</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>biased manner to provide a positive outlook for this proposed development. Before any decisions regarding this plan are reached, the Sustainability Assessment Framework should be reviewed by an independent body with input from members of the existing local community. RBC should pay CIL, WCC landowners and undertook the STA, there is sufficient employment land available but not in the Borough should not build more.</p>		<p>the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP. The interim measures</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). All SA scores have been reviewed. No further action required.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
398	Kerry Sanders	NA	NA	DS10	<p>The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. No justification in MOU why Coventry cannot meet its own need. Possible archaeological interest at Lodge Farm site and presence of newts needs investigating</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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403	Richard Worrall	NA	NA	DS10	Remove Lodge Farm	Remove Lodge Farm from plan	Proposed Appendix 3 Infrastructure Delivery Plan has been amended following consideration of this consultation response and the updated Strategic Transport Assessment. DS9 and IDP mod updates ref LP54.46 - LP54.58 - and LP54.120 - LP54.123
414	Rowan Moore	NA	NA	DS10	<p>Limited reference to infrastructure & doesn't reassure that needs of development will be met. Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. SHMA opted for high level of housing requirement when uncertainty as to future housing need due to Brexit. Population projected to fall. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>and Northamptonshire CC regarding the STA and extent of the RWA model used in STA (does not go beyond A45). Area needs to be extended to include villages around LF, DIRFT. STA does not take account of Lodge Farm. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable, will ruin Dunchurch historic centre. Unsound on air quality NPPF para 30 & 124. Re: Policy DS10 - no justification why greenfield site outside development strategy. No analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure. Increase in allocations does not mean increase in supply.</p>		<p>sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.
417	Josephine P Hallam	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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417	Josephine P Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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417	Josephine P Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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417	Josephine P Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration..</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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417	Josephine P Hallam	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
417	Josephine P Hallam	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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					<p>been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		
417	Josephine P Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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417	Josephine P Hallam	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
417	Josephine Hallam	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
418	E Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
418	E Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
419	Sarah Dougherty	NA	NA	DS10	Remove lodge farm and replace with Walsgrave.	Remove DS10 and re-instate Walsgrave allocation	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
423	H Cousens	NA	NA	DS10	<p>The site is some distance away from any source of Employment and public transport is very limited. More private vehicles on the road, which are mainly single track and not suitable for heavy vehicles. The main road in to Dunchurch is already seriously congested. There are serious landscape issues. Overloading of services especially Schools and NHS facilities. Area is subject to flooding. Developers seem to fail to provide affordable housing.</p>		<p>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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>
425	Janet Milwain	NA	NA	DS10	<p>Lodge Farm has a questionable relationship to Coventry; Lodge Farm residents would have to commute; pressure on Dunchurch Crossroads as existing unacceptable;</p>	Remove DS10	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Dunchurch's heritage would be detrimentally impacted (NPPF Paragraph 126); Lodge Farm would undermine rural landscape; insufficient infrastructure provision; Walsgrave Hill site has existing infrastructure so is more sustainable; DS8 contravenes NPPF Paragraph 109, 114-126.</p>		<p>the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
427	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
432	Rhys Davey	NA	NA	DS10	DS8 does not conform NPPF para 120 &124 avoid air pollution by car.	Delete DS8	Proposed Appendix 3 Infrastructure Delivery Plan has been amended following consideration of this consultation response and the updated Strategic Transport Assessment. Mods LP54.120 - LP54.123 and changes to DS9.
435	Linda Mitchell	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		
439	Richard Lee	NA	NA	DS10	<p>Comments relating to evidence for Lodge Farm site was made after a decision was made to allocate the site in place of Walsgrave. Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for</p>		<p>The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA. No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Leisure and Culture. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential</p>		<p>of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA15 with the reasoning covering the following: Site will have a negative impact on air quality and increase pollution. STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		

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440	Edward Pell	NA	NA	DS10	<p>Housing requirement grossly exaggerated; why is Rugby taking housing and warehousing which should be in Coventry?</p> <p>Infrastructure incapable of sustaining growth envisaged; existing congestion; DS10 will result in loss of farmland and increased traffic; existing Planning Permissions sufficient; no employment proposed; area around DIRFT has been ruined which DS8 would replicate along the A45; ancient woodland and farmland between Rugby, Dunchurch and Cawston; South West Rugby Masterplan poorly developed; Thurlaston Conservation Area will be impacted as new development will not enhance or conserve; DS8 has poor access to the town centre; Local Plan not positively prepared, justified, effective or consistent with national policy; doesn't oppose principle of development just the proposed allocations; more up-to-date assessment required; should be more ambitious than warehousing jobs; Local Plan should focus on improving the area; should improve quality of employment rather than warehousing; should protect countryside;</p>		<p>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. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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</p>

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							<p>brownfield capacity as demonstrated in the SHLAA. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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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11	T W Cousins	NA	NA	DS10	<p>Concern in relation to the proposed scale of the development; Missing information: lack of information on highways deliverability- Dunchurch a well-known congestion point with limited capacity of single struck roads to the South of the development with associated road safety issues on narrow roads; lack of ecology information, no utilities assessment- especially sewerage, no site investigation information, no agricultural classification report which is important given need to preserve areas of food production, no flood risk assessment which is a major shortfall given frequency of floods, no detail on heritage or archaeology</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. All relevant service providers have 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
442	C Blisborrow	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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444	Michael Moran	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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445	Jennifer Lewism	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 and SA13with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
446	Perry Lewism	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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					<p>cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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447	Eric Chiverton	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA3 and SA12 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture; houses will not be suitable due to lack of public transport; the site will be a burden to existing services; no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture; no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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448	Sarah Chiverton	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA13 with the reasoning covering the following: site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics.</p> <p>Proposes revised SA scorings for SA16 with the reasoning covering the following: site will have a negative impact on vulnerable wildlife and farmland bird populations.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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449	Stacie Chiverton	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
450	Denise Chiverton	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 and SA3 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture; houses will not be suitable due to lack of public transport; the site will be a burden to existing services; no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
451	Ian Chiverton	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA13 and SA16 with the reasoning covering the following: site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics and site will have a negative impact on vulnerable wildlife and farmland bird populations.</p>		<p>No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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452	Rosie Chiverton	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
453	Marcus Peterson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
454	George Chiverton	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 and SA13 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
479	M G Bassano	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
479	M G Bassano	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.		
479	M G Bassano	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
479	M G Bassano	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
479	M G Bassano	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
479	M G Bassano	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
479	M G Bassano	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
479	M G Bassano	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
479	M G Bassano	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
479	M G Bassano	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
480	Brian Hall	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA15 with the reasoning covering the following: site will increase pollution and have a negative impact on air quality.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
480	Brian Hall	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.		
480	Brian Hall	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
481	Jackie Gibbard	NA	NA	DS10	Lodge Farm will not provide or promote a healthy community; how will we provide health centres. Inconsistent with NPPF on avoiding traffic congestion, destroy character of villages, ignores local history, threat of flooding, and noise pollution.	Remove Policy DS10, replace with Walsgrave site	All relevant service providers have 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. 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. 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). DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
482	Kimberley Gibbard	NA	NA	DS10	Policy DS10 is inconsistent with numerous paragraphs of NPPF.	Remove Lodge Farm from Local Plan and replace with Walsgrave site	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
483	R Gerrard	NA	NA	DS10	RBC already allocated permissions which would largely satisfy the allocation, no justification as to why a greenfield site outside of the development strategy is proposed, no analysis as to why existing allocations and associated infrastructure could not be brought forward, no evidence that DS10 will increase delivery, Walsgrave Hill Farm site more sustainable location,		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
485	David R Waddington	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
485	D Waddington	NA	NA	DS10	Lodge Farm was substituted for Walsgrave in the beginning part of 2016 when at the time no Sustainability Appraisal was available. Site is remote with no relationship to the Rugby or Coventry main urban areas.		The Housing Background Paper, Regulation 22c and Full Council agenda (LP 55) provide the detail of the Publication LP distribution strategy was arrived. The SA Report which accompanied the Publication Local Plan details the SA was undertaken on all the reasonable alternatives. This is further elaborated in the SA note appended to the back of the Regulation 22 c statement. 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. Lodge Farm will become the largest Main Rural Settlement in the Borough. The infrastructure identified in the IDP to support the Lodge Farm allocation is as agreed through engagement with service providers as necessary.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
485	D Waddington	NA	NA	DS10	Para 30 of National Policy states ' Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
485	D Waddington	NA	NA	DS10	NPPF required evidence base and sustainability assessment of the sites to be available as part of the Council's decision making process.		The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
485	D Waddington	NA	NA	DS10	Question wisdom of plan and object to Lodge Farm Garden Village (DS10)	Suggest Lodge Farm is removed from the Plan	Comments noted- No change required
485	D Waddington	NA	NA	DS10	Suggest Lodge Farm is removed from the Plan. Fundamentally in an unsustainable location where travel will be predominantly by private car with very little public transport use. Contrary to the principle of a 'garden village'. In terms of landscape character, due to the flat nature of the site the proposed development would result in a major impact on the open character of the area. The development would be unable to mitigate the impacts within the short to medium term. The site has no previous use or merit to set it apart from other locations. The site lacks definition and would be open to infill and expansion.	Suggest Lodge Farm is removed from the Plan.	No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
485	D Waddington	NA	NA	DS10	Para 17 details 12 core principles which should 'underpin both plan-making and decision-taking'. In particular, penultimate bullet point states that planning should 'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
485	D Waddington	NA	NA	DS10	Plan describes how Lodge Farm will be a sustainable location whilst protecting smaller rural villages, and yet the development will have a profound effect on Grandborough, Willoughby, Barby, Walcott and Dunchurch. Even as far away as Braunstone. The plan is not sustainable in terms of transport, infrastructure, noise and light pollution and will destroy local rural atmosphere. Local views of the impact of the plan are necessary to get a balanced perception of the implications.		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated

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							<p>Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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485	D Waddington	NA	NA	DS10	<p>Rugby Council proposing 12,700 to the south west or south east of the town - can this sub-housing market area cope with this significant level of housing over the next 20 years? No evidence that this issue thought of or impact assessed. Clear from the housing trajectory that development sites are slow at delivering housing due to a lack in demand (example Rugby Mast site only has 3 developers and is assessed to deliver much less than its 6000 home capacity over the plan period). Housing numbers in plan increase from 558 in 2017-18, to 1314 in 2020-21 and 2021-22. The Housing Background Paper calls this 'aspirational'. If these homes aren't delivered the Borough will not have a 5 year supply of housing within at least the first 5 years of the Plan.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
485	D Waddington	NA	NA	DS10	Para 30 of the National Policy states 'Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
485	D Waddington	NA	NA	DS10	RBC committed in a MOU to deliver 2800 homes within the plan period to meet Coventry's housing need.		The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations. 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.
485	D Waddington	NA	NA	DS10	Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>cannot meets its own need. Infrastructure plan is vague with number of uncosted proposals. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. The</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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485	D Waddington	NA	NA	DS10	Lodge Farm evidently does not accord with this paragraph due to its distance, particularly for walkers and cyclists to a main urban area. Public transport services could be increased for the site but would still be overly-reliant on private cars for journeys to work and leisure facilities.		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.
485	D Waddington	NA	NA	DS10	Allocation of Lodge Farm would be in contrast to the above statements as the site is not located adjacent to a main urban area and would not include additional employment land. Residents would therefore be required to travel throughout the sub region. For work. Although public transport services could be increased to serve the site, evidence around the UK weighs heavily on a high proportion of residents in rural areas relying on private cars to travel.		The Rugby Urban Area is unable to wholly accommodate the level of growth required. 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.
485	D Waddington	NA	NA	DS10	Delivery of a SA after making decision to include Lodge Farm as a preferred option begs the question as to whether the evidence was made to fit the decision, especially when so much of the evidence base is missing.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
485	D Waddington	NA	NA	DS10	Para 34 of National Policy states 'Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised'		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.
485	D Waddington	NA	NA	DS10	Para 38 of National Policy states 'For larger scale residential developments in particular , planning policies should promote a mix of uses in order to provide opportunities to undertake day to day activities including work on site'.		The Local Plan is supportive of mixed use development. The Rugby Urban Area is unable to wholly accommodate the level of growth required.
485	D Waddington	NA	NA	DS10	Para 34 of National Policy states 'Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the is of sustainable transport modes can be maximised. Para 38 of National Policy states 'For larger scale residential developments in particular planning policies should promote a mix of uses in order to prove opportunities to undertake day to day activities including work on site'.		The Rugby Urban Area is unable to wholly accommodate the level of growth required. 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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
485	D Waddington	NA	NA	DS10	<p>1. Lack of information on ecology. 2. Lack of evidence on highways deliverability. 3. No conclusive transport assessment. 4. No phase 1 ecology assessment. 5. No utilities assessment e.g. sewer capacity/treatment. 6. No landscape assessment. 7. No detail on heritage or archaeology information. 8. No site investigation information. 9. No agricultural land classification report 10. No flood risk assessment. 11. Lack of evolved master plan/development framework.</p>		<p>WCC Ecology have been fully engaged throughout the development of the plan and further ecological assessment would be undertaken during the planning application phase with any necessary mitigation measures identified. 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. 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). Details would be finalised during a future Planning Application phase.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
485	D Waddington	NA	NA	DS10	<p>In a recent example Warwick District Council submitted their Local Plan to examination failing to directly deal with their obligation to provide for Coventry's overspill. As a result the examination was paused and the plan sent back to Warwick Council, causing at least 1 year delay in the adoption of the plan. As a direct result Warwick allocated green belt sites near Coventry at King's Hill and Westwood Heath. I see a similarity in this instance.</p>		<p>The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.</p>

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485	D Waddington	NA	NA	DS10	<p>The local plan is unsound as it does not directly deal with the Rugby Council's obligations under the MOU with Coventry, unless it re-instates the Walsgrave site as the prime location and removes Lodge Farm from the Plan.</p>		<p>The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>

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485	D Waddington	NA	NA	DS10	Removing the Walsgrave site and introducing Lodge Farm as a direct replacement delivering 825 homes within the plan period, 15 miles away from Coventry, and on the South Side of Rugby means the Borough will fail in its obligation under the MOU.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
486	E Overton	NA	NA	DS10	Objection.		Noted.

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486	E Overton	NA	NA	DS10	<p>Accepted that need for plan to comply with NPPF to boost supply of housing. RBC has already granted planning permissions which would largely satisfy their allocation. Objection to the inclusion of DS10 in the Rugby Local Plan includes the absence of any assessment of why provision needs to be made on a Greenfield site in a location outside of its Development Strategy to achieve compliance with the NPPF.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
486	E Overton	NA	NA	DS10	Site at Walsgrave Hill Farm has belatedly been removed from the plan. This allocation would have provided a more sustainable site which would meet the housing overflow from Coventry which Rugby agreed to meet. Rhea decision to remove it is contrary to the argument that additional allocations are necessary or justified.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
487	Glenys Rowe	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
487	Glenys Rowe	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p> <p>Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning</p>

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					<p>consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>application stage. The site is considered capable of meeting its policy requirements.</p>
488	Audrey Mitchell	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
489	Simon Gibbard	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
490	Alan Hughes	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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493	Albert Ogle	NA	NA	DS10	<p>Objection to Lodge Farm. Accept that there is a need to comply with the NPPF to boost the supply of housing. RBC have granted enough planning permission to satisfy allocation. Absence of assessment of why provision needs to be made on a greenfield site in a location outside of the development strategy to achieve compliance with the NPPF. The Plan acknowledges the significant supply of existing permissions/allocations and how this is expected to be delivered. It does not explain or provide analysis of why delivery of the existing allocation and infrastructure connected with it could not be brought forward. Without this the addition of DS10 cannot be justified. Further there is no evidence that including DS10 will actually increase delivery or delivery rate within the plan period. The site at Walsgrave Hill Farm has belatedly been removed from the plan. This allocation would have provided a more sustainable site which would meet the housing overflow from Coventry which Rugby agreed to meet. The decision to remove it is contrary to the argument that additional allocations are necessary or justified.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
493	Albert Ogle	NA	NA	DS10	Proposes revised scoring to SA3 objective as additional traffic will be created through Dunchurch which as AQMA, south to Daventry and through surrounding villages. Healthcare facilities are not within walkable distances and GP surgery proposed is not deliverable.		The Local Plan has been informed by an STA which identifies the strategic mitigations for the Plan. The STA identifies there will be a reduction in traffic through Dunchurch when the SW link road is in place and prior to this flows will be better with the interim measures in place. The healthcare facilities requirements for the site has been informed by the CCG.
493	Albert Ogle	NA	NA	DS10	Proposes revised scoring to SA13 objective as the site contains ridge and furrow which forms part of the historic landscape linking it to Onley village which is a Scheduled Ancient Monument (SAM). Ridge and Furrow was a reasoning with a crematorium was refused in Willoughby. Potential for further undesignated assets to be identified. By adopting DS10 the policy will not conform with the NPPF as it forms part of the setting of the SAM.		No change required. The SA has been undertaken on a consistent basis and Historic England were consulted upon the assessment criteria contained within the document. Historic England's representation states that there is relatively limited direct impact on historic assets.
493	Albert Ogle	NA	NA	DS10	Proposes revised scoring to SA1 objective as the cost of infrastructure will result in very little affordable housing. The cost of transport to access local centres will be greater to those related sites more closely to commercial areas.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
493	Albert Ogle	NA	NA	DS10	Proposes revised scoring to SA2 objective as it will take time to develop a green field site enabling a sufficient community to warrant a primary school or surgery facilities. During initial phases will be required to use existing local facilities that are overstretched. Residents will unlikely change their established use of the offsite facilities. There will also be cost to residents who do not have access to their own transport.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. The IDP sets out the early delivery of infrastructure to support the site i.e. early delivery of the primary school.
493	Albert Ogle	NA	NA	DS10	Proposes revised scoring to SA6 objective as it will be difficult to see how public transport infrastructure will be provided as it will only be used by people without their own transport (likely to live in affordable housing).		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements and further details of the public transport arrangements will be required at the submission of planning applications.
493	Albert Ogle	NA	NA	DS10	Proposes revised scoring to SA8 objective as the site is remote from urban areas and cannot, conceivably, be considered to promote urban regeneration because residents will meet most of their requirements locally or via internet. For the weekly shop the development, if built, will bring more trade to Sainsbury at Dunchurch via the AQMA zone at Dunchurch lights or shops in Daventry where there is free parking.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The SW Spine Rd will help alleviate traffic through Dunchurch reducing traffic flows.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
493	Albert Ogle	NA	NA	DS10	Proposes revised scoring to SA9 objective as this location will lead to greater consumption of power and fuel than other more appropriate sites. It is a proven fact that night time air temperatures at Onley and Willoughby are often 2-3 degrees Centigrade lower than surrounding villages of Dunchurch Barby and Braunstone due to the effect of the surrounding hills. This will lead to Increased heating cost. Fuel costs will be higher than locations closer to Rugby or Coventry due to needs for car transport to work, bus transport for schoolchildren, shops and entertainment, deliveries etc.		No change required. The SA has been undertaken on a consistent basis and is considered to be a sound approach to the individual site assessments. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
493	Albert Ogle	NA	NA	DS10	Proposes revised scoring to SA4 objective as the high cost of infrastructure will result in negligible or no affordable housing. Remoteness of the site will reduce practicability for unemployed or lower income families to live there due to the lack of public transport and limited access to private transport to access services and leisure.		No change required. The SA has been undertaken on a consistent basis and is considered to be a sound approach to the individual site assessments.

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493	Albert Ogle	NA	NA	DS10	Proposes revised scoring to SA7 objective as other locations for development adjacent to Rugby will have a more positive effect on SA7 than DS10. Traffic congestion into Rugby from DS10 would discourage residents from shopping and trading in the Town. Residents, as they currently do in surrounding villages, will choose the trading centres on the outskirts of Coventry, in Daventry and even Milton Keynes via the A45 thus depriving the town of revenue and increases the shopping miles by car		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required.
493	Albert Ogle	NA	NA	DS10	Proposes revised scoring to SA11 objective as the site will lead to a greater consumption of fuel due to it being colder than surrounding villages. Higher fuel costs than locations closer to Rugby or Coventry for residents accessing school, services and leisure facilities. Community services and facilities are limited and no effective delivery of services for the site.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required.

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493	Albert Ogle	NA	NA	DS10	Proposes revised scoring to SA17 objective as there is no evidence that the council has taken account of the NPPF core principle of the intrinsic character and beauty of the countryside for DS10. The Council have not taken account of the historic character and landscape in SA13. Site also has an ancient trackway which was used to transfer salt from Droitwich to Priors Marston to communities such as Hillmorton, Crick and Barby. Salt way passed through Onley and Woolscott probably leading to their evolution.	DS10 should be removed from the Local Plan, at least until the local planning authority has caused a landscape character assessment to be made and a comprehensive historic landscape assessment. For this proposed development site a landscape sensitivity assessment must be made taking into account the wider impact development of this site will have upon the historic environment of the surrounding area.	No change required. The SA has been undertaken on a consistent basis and Historic England were consulted upon the assessment criteria contained within the document. Historic England's representation states that there is relatively limited direct impact on historic assets. No change required.
493	Albert Ogle	NA	NA	DS10	SA12 objective referenced in that the site is located between the Rainsbrook and Willoughby brook both liable to extensive flooding which impacts upon villages of Grandborough, Willoughby, Saw bridge and surrounding areas. Impact upon existing properties has been substantial. Run off from additional housing will significantly increase flooding of these villages and the inclusion of SUDs would have little effect and will require significant maintenance long term.	Remove DS10 from the Plan at least until a full FRA is performed by the EA	No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The selection of the site has been informed by SFRA with the EA and LLFA have been consulted throughout the development of the Local Plan. The site is considered capable of meeting its policy requirements .

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
493	Albert Ogle	NA	NA	DS10	Proposes revised scoring to SA12 objective as no flood risk assessment or mitigations is available and risks are unknown, particularly the impact on neighbouring villages. Current Afar based on info last updated in 2008 it does not take account of future risks due to climate change. Run off from the proposed housing site will be significant and will lead to increased flooding in Willoughby. SUDS will be difficult to engineer due to levels and there is no guarantee that it would be maintained long-term.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The selection of the site has been informed by SFRA with the EA and LLFA have been consulted throughout the development of the Local Plan. The site is considered capable of meeting its policy requirements .
493	Albert Ogle	NA	NA	DS10	Proposes revised scoring to SA14 objective as the STA is not adequate failing to assess traffic impact from the site with the model area not extending to it thus rat runs through surrounding villages and travel to Daventry not taken account of. Not been established that the proposed spine road will mitigate the impact of traffic on villages south of Dunchurch through to Daventry.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA identifies strategic transport mitigations with further mitigations on a more local scale being identified through any subsequent planning application.

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493	Albert Ogle	NA	NA	DS10	<p>Objection to Lodge Farm. Accept that there is a need to comply with the NPPF to boost the supply of housing. RBC have granted enough planning permission to satisfy allocation. Absence of assessment of why provision needs to be made on a greenfield site in a location outside of the development strategy to achieve compliance with the NPPF. The Plan acknowledges the significant supply of existing permissions/allocations and how this is expected to be delivered. It does not explain or provide analysis of why delivery of the existing allocation and infrastructure connected with it could not be brought forward. Without this the addition of DS10 cannot be justified. Further there is no evidence that including DS10 will actually increase delivery or delivery rate within the plan period. The site at Walsgrave Hill Farm has belatedly been removed from the plan. This allocation would have provided a more sustainable site which would meet the housing overflow from Coventry which Rugby agreed to meet. The decision to remove it is contrary to the argument that additional allocations are necessary or justified.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. 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.</p>

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494	Emma Vessey	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
495	Samantha Cleaver	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
496	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
497	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					<p>high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		
498	Graham Rose	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered</p>

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					flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		capable of meeting its policy requirements.
499	Nicholas Whitehouse	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
500	Sarah Whitehouse	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
501	Valerie Hall	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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501	Valerie Hall	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
502	C F C Bassano	NA	NA	DS10	<p>Not a suitable location, predominate movement by private car with very little public transport, remote from Coventry and Rugby urban areas, landscape impact that cannot be mitigated short to medium term, no previous use that sets it apart from other sites, site lacks definition and would be open to infill or expansion. Sufficient planning permission largely satisfies allocation, DS10 outside the development strategy and no assessment as to why it is required. Existing permission and allocation should be built first. No</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>evidence that DS10 will increase delivery or delivery rate within the plan period. Walsgrave site more sustainable to meet the housing overflow from Coventry.</p>		<p>most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
502	C F C Bassano	NA	NA	DS10	<p>The Lodge Farm Sustainability Appraisal was constructed after the decision was made to replace the Walsgrave site. Question the evidence base for the appraisal with a number of documents not produced such (amongst others) as ecology, lack of evidence on highways deliverability, no detail on heritage and archaeology, no site investigations and no flood risk. Sufficient planning permission largely satisfies allocation, DS10 outside the development strategy and no assessment as to why it is required. Existing permission and allocation should be built first. No evidence that DS10 will increase delivery or delivery rate within the plan period. Walsgrave site more sustainable to meet the housing overflow from Coventry.</p>		<p>The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of Sate Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. No change recommended.</p>
502	C F C Bassano	NA	NA	DS10	<p>Question STA and sets out reasons as to why it is invalid for lodge farm. Recommendations from Vectos report have not been followed through by Rugby BC, who instead</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>promote the Lodge Farm site earlier, interim measures of Dunchurch crossroads have not been costed and the impacts on air quality and historic environment has not been considered. Sufficient planning permission largely satisfies allocation, DS10 outside the development strategy and no assessment as to why it is required. Existing permission and allocation should be built first. No evidence that DS10 will increase delivery or delivery rate within the plan period. Walsgrave site more sustainable to meet the housing overflow from Coventry.</p>		<p>the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
502	C F C Bassano	NA	NA	DS10	<p>MoU duties are not being met with the replacement of the Walsgrave Hill Farm site with Lodge Farm 15 miles away from Coventry. Warwick District Council had to delay their plan as it failed to deal directly with Coventry's overspill resulting in the allocation of a site adjacent to Coventry's boundary. Sufficient planning permission largely satisfies allocation, DS10 outside the development strategy and no assessment as to why it is required. Existing permission and allocation should be built first. No evidence that DS10 will increase delivery or delivery rate within the plan period. Walsgrave site more sustainable to meet the housing overflow from Coventry.</p>	Remove lodge farm from the Plan	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan</p>
502	C F C Bassano	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p>		<p>Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3,SA4,SA6, SA7, SA8,SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
503	Sean Moores	NA	NA	DS10	<p>Objection to DS10 and the current and revised scoring of DS10 in the Sustainability Assessment: DS10 does not meet Rugby's obligations to Coventry's housing need as Lodge Farm will deliver 825 homes against the MOU obligation of 2,800; WDC recently submitted their plan without meeting its obligations to Coventry which resulted in delay as the plan was reviewed and allocations of sites at Kings Hill and Westwood Heath; RBC have already granted permissions which would largely satisfy the allocation; no assessment as to why a greenfield site is being proposed outside of the development strategy; plan does not explain why existing permissions cannot be brought forward; no evidence allocation of DS10 will increase delivery;</p>	<p>Walsgrave site would have been more sustainable and be better placed to meet Coventry's overflow</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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503	Sean Moores	NA	NA	DS10	<p>DS10 is not a suitable location; unsustainable location with travel predominantly by private car with very little public transport use-contrary to the principles of a garden village; DS10 is remote with no relationship to the Rugby or Coventry urban areas; due to the flat nature of the site there would be a major impact on the landscape character of the area which development could not mitigate in the short/medium term; the site has no previous use or merit to set it apart from other locations; site lacks definition so would be open to infill and expansion; RBC have already granted permissions which would largely satisfy the allocation; no assessment as to why a greenfield site is being proposed outside of the development strategy; plan does not explain why existing permissions cannot be brought forward; no evidence allocation of DS10 will increase delivery;</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
503	Sean Moores	NA	NA	DS10	<p>STA is invalid assessment is insufficient, invalid and limited; Lodge Farm is unsustainable and the Local Plan is unsound; STM traffic model developed by VECTOS does not include Lodge Farm or consider impacts at Daventry and along the A45 through Flora Hill to the South, where traffic is already known to cause issues; this is unacceptable given the scale and proximity to Daventry therefore the model is not fit for purpose; the trip end data used to support the trip distribution for Lodge Farm is invalid as it is based on outdated 2011 census data; the model outputs are unreliable and cannot be used to assess the impacts of the site with any degree of confidence; due to time constraints imposed on VECTOS by RBC the Lodge Farm is included as an afterthought by way of a limited sensitivity test which is not appropriate for a major allocation; the model should be extended, re-calibrated and the entire Local Plan analysis re-run to determine cumulative impacts across the whole network; Dunchurch crossroads represents a serious impediment to development to the South of Rugby which Vectos recognises and any increase in traffic in this area would be 'highly undesirable' given 'there is limited capacity in the area to</p>	<p>Walsgrave site would have been more sustainable and be better placed to meet Coventry's overflow</p>	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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					<p>provide additional improvements'- their recommended approach is to complete the A45/M45 intersection at the earliest opportunity and locate housing away from the South West in the interim; RBC has not followed Vectos recommended approach by promoting Lodge Farm for early delivery with an interim improvement scheme at Dunchurch- this interim improvement scheme has not been identified, modelled, costed or its impact on listed buildings assessed; existing approvals would largely satisfy the allocation; no explanation as to how these existing approvals could be delivered;</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
504	Julian Thompson	NA	NA	DS10	Do not believe that Lodge Farm will deliver the projected affordable housing required by the area due to the excessive infrastructure costs this site will necessitate.	Consider alternative site with sufficient transport, education and health resource to sustain the increase in population otherwise no affordable housing will be possible.	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.

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505	Dawn Cotton	Barby and Onley Parish Council	NA	DS10	Lodge Farm is unsustainable. There is no provision for cultural or leisure opportunities and the infrastructure identified in DS10 is not listed as part of the Infrastructure Delivery Plan. There is no employment within walking distance leaving people to commute to work by car. The local bus service is being cut.	Remove Policy DS10 (and DS8)	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.

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505	Dawn Cotton	NA	NA	DS10	<p>The proposed development at Lodge Farm contravenes NPPF Paragraph 93-104. The area already experiences flooding, which has made roads impassable (pictures enclosed) and affects local residents and prison staff. Plan conflicts with Policy TH1 Traffic Management and Transport Improvements- public transport is limited, there is a high risk crash route, crossing the road to access the identified bus stops is problematic, and is not a sustainable location. Proposed development contravenes NPPF Paragraph 30 (traffic congestion). Barby and Onley Parish Council feel the Lodge Farm allocation is unnecessary owing to Rugby adopting a high housing figure.</p>		<p>DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
505	Dawn Cotton	NA	NA	DS10	<p>The proposed development at Lodge Farm Contravenes NPPF Paragraph 30 (traffic congestion), 35 (the layout is bad for pedestrians) and 123 (noise pollution). The A45 is a high risk crash route with inadequate footpaths. There have been fatal road traffic collisions in January 2015 with two fatalities, and August 2016 with three fatalities and with regular accidents on the junction of HMP Prison and Onley Village (photograph of a car in a ditch from September 2011 submitted). A traffic survey was undertaken in 2010 by Barby Pools Marina which found that vehicular movements on the private prison access were 2,248. Lodge Farm will further exacerbate the existing road traffic safety issues.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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>
505	Dawn Cotton	Barby and Onley Parish Council	NA	DS10	<p>Lodge Farm is unsustainable. There is no provision for cultural or leisure opportunities and the infrastructure identified in DS10 is not listed as part of the Infrastructure Delivery Plan. There is no employment within walking distance leaving people to commute to work by car. The local bus service is being cut.</p>	Remove Policy DS10 (and DS8)	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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505	Dawn Cotton	Barby and Onley Parish Council	NA	DS10	<p>RBC has not engaged Barby and Onley Parish Council or Onley Park Residents association despite the close proximity to the site. There is conflicting information between RBCs website and the information from the public meetings. On the public meeting on 29th September a map was produced providing 14 key points, as opposed to the map on the RBC website with 4 points. Officers did not take down the publics comments. Lodge Farm proposal contravenes Policy D1 (Design and Development) and D2 landscape as the Lodge Farm development could be seen for miles from neighbouring villages. The proposal contravenes Policy H2-housing in the open countryside should not be permitted to preserve the landscape character.</p>	Remove Policy DS10 and re-instate Walsgrave Hill Farm	<p>Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
505	Dawn Cotton	NA	NA	DS10	<p>The proposed development at Lodge Farm Contravenes NPPF Paragraph 30 (traffic congestion), 35 (the layout is bad for pedestrians) and 123 (noise pollution). The A45 is a high risk crash route with inadequate footpaths. There have been fatal road traffic collisions in January 2015 with two fatalities, and August 2016 with three fatalities and with regular accidents on the junction of HMP Prison and Onley Village (photograph of a car in a ditch from September 2011 submitted). A traffic survey was undertaken in 2010 by Barby Pools Marina which found that vehicular movements on the private prison access were 2,248. Lodge Farm will further exacerbate the existing road traffic safety issues.</p>		<p>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 measures contained within the IDP support the Local Plan.. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby and Lodge Farm are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The highways authority do not considered that the presence of the high crash route would stop development of the site and the STA demonstrates that when in place the link road will reduce traffic flows through Dunchurch crossroads.</p>
505	D Cotton	NA	NA	DS10	<p>Lack of information not available to public even after 2nd round of consultation. Please ensure all information is accessible in the next round as surely there must be a 3rd consultation period to allow every person to comment.</p>		<p>Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy.</p>

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505	D Cotton	NA	NA	DS10	RBC have decided not to complete a flood risk assessment of the DS10 site. When heavy rain falls the Leam valley floods. Draycote reservoir unloads onto fields when at bursting point. How is it possible or fair that RBC feel it unnecessary and allow homes to become flooded with disregard to wellbeing?		DS10 is located entirely within flood zone 1. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
505	D Cotton	NA	NA	DS10	No longer buses that collect or drop off at the two stops on the A45. Private cars only means of transport unless expensive taxis.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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505	D Cotton	NA	NA	DS10	Stagecoach route previously in place for a trial was not commercially viable		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
505	D Cotton	NA	NA	DS10	This section of A45 extremely busy and very dangerous route		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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506	Linda Newbold	NA	NA	DS10	<p>No plan for improving delivery of existing sites with permission, such as encouraging self-build sites, encouraging small developers to work in consortia and increasing town centre housing. No evidence that increasing the supply of land will increase delivery. Over-supply of development land will encourage developers to 'cherry pick' sites that maximise profits rather than meeting housing needs, meaning infrastructure needs are unmet. No justification for developing a greenfield site. DS10 is outside the urban area so contradicts section 2.22 of the Spatial Vision which directs most housing to the edge of the Rugby Urban Area. DS10 provides no evidence as to how it will reduce carbon footprints. DS10 does not constitute sustainable development.</p>	Remove DS10	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations. 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</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
506	Linda Newbold	NA	NA	DS10	<p>No plan for improving delivery of existing sites with permission, such as encouraging self-build sites, encouraging small developers to work in consortia and increasing town centre housing. No evidence that increasing the supply of land will increase delivery. Over-supply of development land will encourage developers to 'cherry pick' sites that maximise profits rather than meeting housing needs, meaning infrastructure needs are unmet. No justification for developing a greenfield site. DS10 is outside the urban area so contradicts section 2.22 of the Spatial Vision which directs most housing to the edge of the Rugby Urban Area. DS10 provides no evidence as to how it will reduce carbon footprints. DS10 does not constitute sustainable development.</p>	Remove DS10	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP. All relevant service providers have 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.</p>
506	Linda Newbold	NA	NA	DS10	<p>There will be an increase in travel by private vehicle from Lodge Farm development leading to increase in congestion. This should mean DS10 has a significant negative effect on SA Objective 14. Allocation of Lodge Farm would be contrary to NPPF para.30,34 and 38 as not near urban area and no employment land included therefore residents would be required to travel. Allocation has been proposed without community support (87% of residents against in Parish Council Survey). Site is not on brownfield or public sector land and viability/deliverability will be poor due to high infrastructure costs.</p>	Remove DS10 from local plan	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help</p>

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							<p>maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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507	Jennifer Chappelle	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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508	D James	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
509	Fiona Moores	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

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					<p>SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
510	Olivia Tasker	NA	NA	DS10	Grandborough Parish Council conducted a survey in relation to its neighbourhood plan where 87% of residents respondent households were against the proposal.	Remove DS10	Comments noted. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. The existing permissions alone cannot support the delivery of the housing which is why DS10 is proposed, alongside the other allocations, including extensions to the Rugby urban area and Main Rural Settlement allocations.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
510	Olivia Tasker	NA	NA	DS10	DS10 does not meet Rugby's obligation to meet Coventry's need; delivering 835 homes 15 miles from Coventry falls short of 2,800 Rugby is required to provide; Warwick District Councils submitted Local Plan was sent back to them causing a 1 year delay due to failing to fulfil their obligation to meet Coventry's needs, which resulted in WDC allocating green belt sites at Westwood heath and Kings Hill. RBCs Local Plan is unsound as it fails to meet Coventry's need unless Lodge Farm is removed and Walsgrave Hill Farm re-instated.	Remove DS10	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.
511	Helen Powell	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
512	Jane Lee	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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513	D C Morris	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
515	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
516	C Gray	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
517	A Barfield	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
517	A Barfield	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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					<p>high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		

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518	G H Philips	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
519	K Ramsden	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
520	Paul Piper	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
521	Anne Dahmash	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments</p>

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					<p>actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>(contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
522	D Parker	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners</p>

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					<p>assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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524	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
524	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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526	Jayne Bilsborrow	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
527	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space</p>		<p>No Changes Required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
528	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No Changes Required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
529	No Name Given	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1, SA2, SA4 and S12 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
530	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
531	Janet Clarke	NA	NA	DS10	<p>Council are proposing 12,700 to the south west of the town - can our roads cope with this much traffic. Site near Grandborough is often flooded - how will the water be drained and where too. Dunchurch is very busy with cars and lorries.</p>	Remove Policy DS10	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
532	Hazel Nicholas	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
532	Hazel Nicholas	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
532	Hazel Nicholas	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
533	Paul McMahon	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
533	Paul McMahon	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
534	Kathleen Hayter	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
535	Heather McBreen	NA	NA	DS10	<p>DS10 is unsound due to information missing from the Transport Assessment. No assessment of the potential traffic impacts on Braunstone or Daventry has been conducted. RBC have failed to meet government standards of fairness in consultation. In March 2016 RBC was engaging Warwickshire County Council Highways about the potential impact of Lodge Farm yet it was a further 6 months before the public were consulted- RBC did not consult when the proposal was in its formative stage. There are numerous proposals in the plan where the Council has not given sufficient justification: hiding GL Hearn's algorithms for reasons of 'commercial confidentiality', not demonstrating why Coventry cannot meet its housing needs, proposing allocating 20,000 dwellings despite a projected need for 12,400, not considering the impact of the South West proposal in relation to the A4071/B4453 junction and failing to engage the public on the transport assessment. RBC launched the consultation before publishing all its evidence. RBC consulted on preferred options in Christmas 2015, the publication draft consultation was launched in July 2016 whilst a report on the earlier consultation was not published until September</p>	<p>Remove Policy DS10, publish missing information, engage the public in relation to the Transport Assessment and ensure WCC Highways conduct a realistic analysis, supply real information on infrastructure not "too be confirmed", hold a further consultation period on the local plan, consider and publish the response to the consultation, produce a publication Draft Two for formal consultation prior to submission to the Planning Inspectorate</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggest that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>2016. Proper weight was not given to the representations to the earlier consultation when the next stage was voted on in July 2016. RBC has failed to meet the standards of fairness set by public law in producing its Publication Draft.</p>		<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification LP54.123 - LP54.120. The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
537	H A Bassano	NA	NA	DS10	No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
537	H A Bassano	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
537	H A Bassano	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
537	H A Bassano	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
537	H A Bassano	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
537	H A Bassano	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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537	H A Bassano	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
537	H A Bassano	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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537	H A Bassano	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
537	H A Bassano	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
538	D Ward	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
539	M A Lea	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
540	Lesley Wilkinson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
541	Karen Wood	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
543	Jill Roberts	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
544	A Twells	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
545	Emily Keal	NA	NA	DS10	<p>GP, commercial space or public transport.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
545	Emily Keal	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
546	Jan-Marie Bisiker	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
547	Joanne Webster	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy</p>

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					flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		requirements.
548	B Talyor	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
549	Elizabeth Jarrett	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
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550	Rosaline A Barfield	NA	NA	DS10	<p>transport.</p> <p>RBC has failed to involve local communities or obtain their support before DS10 was included in the plan contrary to NPPF Paragraph 52 confirmed by Grandborough Parish Councils August 2016 survey showing 87% of residents surveyed opposed Lodge Farm;</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. Comments noted- No change required.</p>
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ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
550	Rosaline Barfield	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA16 with the reasoning covering the following: site will have a negative impact on vulnerable wildlife and farmland bird populations.</p>		<p>No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
550	Rosaline Barfield	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA15 with the reasoning covering the following: site will increase pollution and have a negative impact on air quality.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
550	Rosaline Barfield	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.		
550	Rosaline Barfield	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
550	Rosaline Barfield	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
550	Rosaline Barfield	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA9 with the reasoning covering the following: Site will have a negative impact by using a green field site loosing resources from the local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Further detailed ecological detailed reports will be submitted as part of any future applications. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
550	Rosaline Barfield	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
550	Rosaline Barfield	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.		
550	Rosaline Barfield	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
550	Rosaline Barfield	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
550	Rosaline Barfield	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
551	Aleksandra Fjerdingsstad	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
553	David Truslove	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
554	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
555	D E Witt	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
556	Lucy O'Reilly	NA	NA	DS10	<p>regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
556	Lucy O'Reilly	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
557	Scarlett Bashford	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
557	Scarlett Bashford	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
558	I G Johns	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
559	M A Johns	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
560	Angela Lambert	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
561	Sarah Doyle	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
562	C Crouch	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>(contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
563	J Horton	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
564	June Lee	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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565	Paul Radden	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
566	Helen Appleby	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
567	A Shelton	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		

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569	K A Blundred	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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570	The Occupier	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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571	C Morris	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
572	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
572	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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572	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
572	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
573	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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574	Melinda Twells	NA	NA	DS10	<p>regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
574	Melinda Twells	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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574	Mel Twells	WCC		DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch</p>		<p>No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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					<p>and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs.. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment. Proposes revised SA scorings for SA13 with the reasoning covering the following: site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA15 with the reasoning covering the following: Site will have a negative impact on air quality and increase pollution. Proposes revised SA scorings for SA16 with the reasoning covering the following: site will have a negative impact on vulnerable wildlife and farmland bird populations. STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA9 with the reasoning covering the following: Site will have a negative impact by using a green field site losing resources from the local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
575	A Suffell	NA	NA	DS10	Flood risk has not been properly measured as the area has a history of flooding. Development will result in run off particularly running down the road at the bottom of the hill, a known flood risk on an important transport link. Should flood risk be contained it will be diverted to the Rainsbrook and river leam. resulting in flooding in the vicinity of the nearby rural settlements	Remove Lodge Farm from the Plan	DS10 is located within Flood Zone 1. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
576	Susie Chapman	NA	NA	DS10	Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
576	Susie Chapman	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
576	Susie Chapman	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
576	Susie Chapman	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
577	C S Dunstone	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
577	Christine Sonia Dunstone	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA3, SA11, SA12, Sa13, SA14, SA15 and SA16 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Site will result in additional traffic through Dunchurch and through surrounding villages; the site will impact air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety. No flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS</p>		<p>No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					deployment; site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry and site will have a negative impact on vulnerable wildlife and farmland bird populations.		
578	Benjamin Bramley	NA	NA	DS10	Comments objecting to the Sustainability scoring; Essay 5 is not neutral and has a negative impact; Essay 1 is heavily impacted on Essay 5.		The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
579	Margaret Greenhill	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
579	Margaret Greenhill	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
579	Margaret Greenhill	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
580	L J Edwards	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
581	E R Hargrave	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
582	D Hargrave	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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583	Richard E Greenhill	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
583	Richard E Greenhill	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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583	Richard E Greenhill	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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					<p>and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		

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584	Patricia James	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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585	Lindsey Bramley	NA	NA	DS10	<p>Feel this is an unsound plan on basis of wrongly scored sustainability appraisal. Inadequate policing in Rugby would mean that neutral rating of SA5 must be wrong as not sufficient manpower to cope with additional population.</p>	<p>Remove DS10 from local plan</p>	<p>No change required. Warwickshire and West Mercia Police have been informed of the policy requirements. Phase 1 habitat survey has been informed of site selection. No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
586	C Thomas	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
586	C Thomas	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
586	C Thomas	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
586	Christine Thomas	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
586	Christine Thomas	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 and SA14 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
587	Kathleen Kirk	NA	NA	DS10	<p>The local plan is unsound as it does not directly deal with obligations under the MOU with Coventry unless it re-allocates the Walsgrave site and removes Lodge Farm. Sustainability appraisal evidence was not available at time of replacing Walsgrave site with Lodge Farm proposal. Plan proposes 12,700 dwellings to south of Rugby, can the sub-housing market area cope with the delivery of this. Increased delivery rates in plan are aspirational and if not delivered then plan will not have a 5 year housing land supply. Lodge Farm is an unsustainable location where travel will be predominantly by private car, site being remote to urban areas of Rugby and Coventry. The flat nature of the site means the development would have a huge impact on open character of the area; the site lacks definition or boundary and would attract ongoing infill and expansion - by contrast the Walsgrave site is well defined. 87% of respondents to Parish Council survey are against the proposal.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of 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</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan. The measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. All relevant service providers have 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. The Local Plan fulfil the requirements of the MoU and therefore the DtC.</p>
588	Lynn Squire	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
589	P Squire	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements</p>
590	Flora Stagg	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					SA2, SA6, SA7, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
591	Robert Stagg	NA	NA	DS10	Increased risk of flooding. Detailed paper that concludes it will be difficult or impossible to find a solution which gives guarantee that risk to people's homes in the flood plain settlements from flooding will not be increased by the proposed development. On this basis the site is unsuitable for development.	delete lodge farm	The Local Plan has been informed by FRA and the site is located in Flood zone 1. Any proposals for the site would need to accord to flood risk policies contained within the Plan and the relevant statutory consultees (Local Lead Flood team and the EA) will be consulted.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
591	Robert Stagg	NA	NA	DS10	<p>Comments relating to evidence for Lodge Farm site was made after a decision was made to allocate the site in place of Walsgrave.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of Sino change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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					<p>Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA16 with the reasoning covering the following: site will have a negative impact on vulnerable wildlife and farmland bird populations.		
592	J A Miller	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
594	Myra Tubb	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
595	Samantha Inskip	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
596	A Inskip	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
597	A Bal	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>(contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
598	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners</p>

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					<p>assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
599	The Occupier	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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602	H G Mitchell	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
603	Hilary Calon	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
604	M Homer	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.		
604	M Homer	NA	NA	DS10	Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
605	C Baseley	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
606	Carl Peake	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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607	Shirley Taylor	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
607	Shirley Taylor	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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607	Shirley Taylor	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
607	Shirley Taylor	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA15 with the reasoning covering the following: Site will have a negative impact on air quality and increase pollution.</p> <p>STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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608	Vicky Billingham	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
608	Vicky Billingham	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA15 with the reasoning covering the following: site will increase pollution and have a negative impact on air quality.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
609	Anne Marie Morris	NA	NA	DS10	SA15 no evidence as to how pollution will be reduced by pushing more traffic through Dunchurch where the existing levels are already unacceptable and it will have an impact on air quality	Remove Lodge Farm from the Local Plan and reinstate the Walsgrave site, which by your own admission, has been shown to be a far more sustainable site.	No change required. No change required. The STA update 2017 demonstrates that traffic flows will be reduced through Dunchurch cross roads.
609	Anne Marie Morris	NA	NA	DS10	SA1 how is broadband going to eliminate poverty. The high cost of providing infrastructure means there will be a low or no affordable housing. This will have a likely negative impact on this SA.	Remove Lodge Farm from the Local Plan and reinstate the Walsgrave site, which by your own admission, has been shown to be a far more sustainable site.	No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. It is viewed that the site can achieve the policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
609	Anne Marie Morris	NA	NA	DS10	SA14 Questions whether 2 bus stops support a sustainable and accessible transport network. No evidence that transport links will be delivered. DS10 will likely have a significant negative effect on the transport objective 14	Remove Lodge Farm from the Local Plan and reinstate the Walsgrave site, which by your own admission, has been shown to be a far more sustainable site.	No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. It is viewed that the site can achieve the policy requirements.
609	Anne Marie Morris	NA	NA	DS10	SA6 very limited employment opportunities in the area and none within walking distance with a bus service that operates 4 times a day. No other public transport infrastructure provision contained within the local plan and no evidence exists that such infrastructure would be delivered. DS10 will have an overall significant negative impact on SA6 and should be rescored as such.	Remove Lodge Farm from the Plan	No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. It is viewed that the site can achieve the policy requirements.
609	Anne Marie Morris	NA	NA	DS10	SA7 should be rescored due to traffic difficulties in accessing Rugby Town Centre through Dunchurch. Rugby Town will lose out in trade as residents will likely choose to shop on the outskirts or Coventry.	Remove Lodge Farm from the Plan	No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. It is viewed that the site can achieve the policy requirements which will enable public transport to Rugby and also transport mitigations to support the plan to aid movement into the town centre.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
609	Anne Marie Morris	NA	NA	DS10	In relation to SA3 questions whether the site includes a health centre, a leisure centre or gym. Residents have to get into a car to go shopping, GP's, post office, school, work but there are no paths if anyone should wish to walk the 4 miles to Sainsbury's.	Remove Lodge Farm from the Plan	No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. It is viewed that the site can achieve the policy requirements which will include a local centre, primary school, public transport and cycle networks.
609	Anne Marie Morris	NA	NA	DS10	SA15 no evidence as to how pollution will be reduced by pushing more traffic through Dunchurch where the existing levels are already unacceptable and it will have an impact on air quality	Remove Lodge Farm from the Local Plan and reinstate the Walsgrave site, which by your own admission, has been shown to be a far more sustainable site.	No change required. No change required. The STA update 2017 demonstrates that traffic flows will be reduced through Dunchurch cross roads.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
610	Max Berner	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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					<p>employment opportunities in the area and the site will necessitate the use of the private car to access jobs. Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		

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611	Megan Ryan-Smith	NHS	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Further detailed ecological detailed reports will be submitted as part of any future applications. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA.</p>

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					<p>and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period.</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost. Proposes revised SA scorings for SA9 with the reasoning covering the following: Site will have a negative impact by using a green field site losing resources from the local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment. Proposes revised</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>SA scorings for SA13 with the reasoning covering the following: site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA15 with the reasoning covering the following: Site will have a negative impact on air quality and increase pollution.</p> <p>Comments relating to evidence for Lodge Farm site was made after a decision was made to allocate the site in place of Walsgrave.</p> <p>STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					existing services and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA16 with the reasoning covering the following: site will have a negative impact on vulnerable wildlife and farmland bird populations.		
612	Victoria Berner	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA2, SA11, S12, SA13 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport. Site will impact congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. Site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics		

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613	Barbara Whittaker	NA	NA	DS10	<p>Concern about flooding with own land in Grandborough flooding already. The Lodge Farm A45 site also floods in the dip. Development would be better suited at Walsgrave closer to Coventry boundary. Hospital will also benefit from improved access. Also in favour of developing brownfield sites near Coventry rather than removing green fields which will be missed.</p>	<p>should not be built in the countryside but on brownfield sites</p>	<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge Farm is located within Flood Zone 1. Any proposals for the site will need to ensure that flood risk is not increased further as per national policy and Local Plan policy SDC5/SDC6. The improvements to University Hospital is related to land within Coventry City Council access to which will be gained through residential allocation. Therefore the delivery of the Walsgrave site within Rugby has no direct influence on the hospital's improvements.</p>
614	Stephen Cotton	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA15 with the reasoning covering the following: Site will have a negative impact on air quality and increase pollution. STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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					<p>settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA17 with the reasoning covering the following: site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site cause a major impact on the existing characteristics and reduce agricultural land. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		

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614	Stephen Cotton	NA	NA	DS10	<p>The plan is unsound as it will increase flood risk and impact the neighbouring localities, concreting over green fields will increase water collection, push the volume of water from the high water table creating a negative effect on the River Leam and Rainsbrook. The drinking water safeguard zone failing the drinking water protection objective as set by the Environment Agency</p>		<p>DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. All relevant service providers have 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.</p>
615	Toby Inskip	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic</p>

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					<p>covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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616	Pauline Truslove	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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617	L Bashford	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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617	L Bashford	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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617	L Bashford	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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617	L Bashford	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
618	D Macknight	NA	NA	DS10	<p>Unsustainable location. Travel mainly by private car, extra 4000 cars on the roads that already have to put up with huge transport lorry's going to DIRFT. Backlog and traffic jams caused will detrimental to village residents. There will need to be fully functioning doctors surgery to cope with the stress!</p>		<p>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. 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). Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory.</p>

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619	K Hayter	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
620	C M Jackson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
620	Christine Jackson	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
621	Ian Jackson	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing

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					<p>strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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622	P A Atkins	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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622	P A Atkins	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
622	P A Atkins	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
622	P A Atkins	NA	NA	DS10	<p>regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
623	C S Beard	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
624	C J Beard	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
624	C J Beard	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
624	C J Beard	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, SA6, SA12 and SA15 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p> <p>site will not provide adequate affordable housing due to high infrastructure cost and houses; executive style housing will further limit social integration; limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs; no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas;</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					consideration of reduction of available space for SUDS deployment and site will increase pollution and have a negative impact on air quality.		
625	Paul Bashford	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.		
625	Paul Bashford	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
626	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
627	Stuart Mitchell	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
627	Stuart Mitchell	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
628	H Williams	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
629	K Blundred	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
630	C Dagnall	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
631	Kay Wagg	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
632	Kathryn Ingles	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3, SA6, SA8, SA12 and SA15with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety .Limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs; the site will isolate		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost; no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment and site will increase pollution and have a negative impact on air quality.		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
633	E Kirk	NA	NA	DS10	<p>Fundamentally development is in an unsuitable location where travel will be predominantly by private car with very little public transport use. Contrary to the principles of a 'garden village'. Site is entirely remote from both Rugby and Coventry main urban areas. Site lacks geographic definition and would be open to infill and expansion. Walsgrave site is very well defined with Coventry on one side and Ansty site to the other acting as a strong urbanising feature. On the South side, Coombe Abbey prevents further spill into green belt.</p>	Remove Lodge Farm DS10 from local plan.	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
633	E Kirk	NA	NA	DS10	<p>Removing Walsgrave site and introducing Lodge Farm as a direct replacement, delivering only 825 homes within the plan period, 15 miles from Coventry, and its job opportunities and instead in a remote jobless location on the south side of Rugby means the borough will fail in its obligations under the MOU. Warwick District Council recently submitted plan for examination, failing to directly deal with their obligation to provide for Coventry's overspill. As a result the examination was paused and the plan sent back to Warwick, causing at least a 1 year delay in the adoption of the plan. As a direct result Warwick allocated green belt sites near Coventry. Does not deal directly with the Council's obligation under the MOU unless it reallocates the Walsgrave site and removes Lodge Farm from the plan. Site is located in parish of Grandborough. Parish Council conducted a survey in relation to its neighbourhood plan where 87% of respondent households were against the proposal. NPPF requires evidence base and sustainability assessment of sites to be available as part of the Council's decision making process. Lodge Farm was substituted for Walsgrave early in 2016 when no sustainability appraisal was</p>	Remove Lodge Farm DS10 from plan.	<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					available. Delivering flawed sustainability after making the decision to include Lodge Farm as preferred option begs question as to whether the assessment was created to support the decision, especially when so much of evidence base is missing.		
634	C J Whittacker	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
635	Mariana Dumitrache	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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636	Rachel Tautu	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
637	Sara Jolley	NA	NA	DS10	Accept need for housing NPPF boost supply of housing, however, already a lot housing with permission to meet this. Objection to inclusion of DS10 absence of assessment of why provision needed on greenfield site outside of development strategy to achieve NPPF compliance. LP does not explain why existing allocations and infrastructure could not be brought forward earlier. No evidence that including DS10 will actually increase delivery rate within plan period. Walsgrave removed belatedly from plan this allocation would be more sustainable site to meet overflow from Coventry. Decision to remove contrary to argument that additional allocations are necessary or justified.		Proposed Appendix 3 Infrastructure Delivery Plan has been amended following consideration of this consultation response and the updated Strategic Transport Assessment and mods to DS9 and the IDP (mods reference LP54.120 - LP54.124 and DS9and LP54.46 -LP54.58).
638	Wendy Dugmore	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
639	C Williams	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>(contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
640	Haydn Williams	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners</p>

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					<p>assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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641	Philip Blundred	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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641	Philip Blundred	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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642	Giles Harrison	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
643	G Kemp	NA	NA	DS10	<p>certainty over the delivery of onsite GP and commercial space.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
643	G Kemp	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
644	Alison J Rae	NA	NA	DS10	Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.

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674	Katherine Wain	NA	NA	DS10	Concerns about 1,500 dwellings at Lodge Farm being 'executive homes' and unlikely that any will be affordable. Site will sacrifice a large amount of productive farmland and is an unsustainable location as no one could manage without a car.	Remove Lodge Farm and replace with Walsgrave site; recheck overall housing numbers	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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
648	N M Francis	NA	NA	DS10	Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
649	M Steele	NA	NA	DS10	<p>which is already an AQMA.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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656	Ryan Smith	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
657	A Shelton	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
659	A Tasker	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
660	Miroslaki Lojek	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
660	Miroslaki Lojek	NA	NA	DS10	Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
661	John Newbold	NA	NA	DS10	Number of allocations overstated- plan acknowledges significant supply of existing allocations and permissions with low take-up yet plan fails to explore an improved delivery strategy; Local Plan focuses on increasing allocations above requirements to increase delivery but no evidence provided to support this and existing poor take-up suggests strategy unlikely to succeed; oversupply of allocations likely to encourage developers to 'cherry pick' sites to maximise profits not meet need; over-allocation will result in lower delivery levels at	Remove DS10, accelerate delivery and more comprehensive STA	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>individual sites thus failing to trigger infrastructure therefore making sites unsustainable resulting in aggregate shortfall in infrastructure provision, Rugby will lose control of the shape of its development contrary to NPPF paragraphs 30, 34, 37, 50, 75, 95, 120, 124; allocation of DS10 contrary to NPPF paragraphs 30, 34, 37, 50, 52, 75, 93-104, 112; STA is incomplete as it only covers Rugby Town, DIRFT and limited number of villages and fails to include effects of development on traffic flows on A45 from Dunchurch to Daventry, Dunchurch intersection (already a AGMA) and surrounding villages including those in neighbouring Daventry (contrary to NPPF Para 30, 34, 37, 95, 120, 124)</p>		<p>housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
661	John Newbold	NA	NA	DS10	<p>DS10 does not meet requirements for a garden village as proposal fails to meet minimum size requirements for 1,500 homes within plan period as housing trajectory shows development of 825 homes by 2031 therefore would not reach 1,500 homes until 2040; proposal fails on prioritisation criteria for garden villages as opposed by Parish Council, neighbouring parishes, adjoining Daventry District Council, local MP and Cllrs therefore does not enjoy community support; site is not public sector or brownfield land, no justification for provision of additional homes on a site outside of the development strategy- plan acknowledges existing permissions but does not explain how delivery could be accelerated- more focused strategy would make better use of existing infrastructure, require less new infrastructure and have more realistic chance of delivery than dispersed approach; proposal fails to satisfy criteria for additional or accelerated delivery as 80 homes delivery per year, 345 in 5 years and 825 by 2031; infrastructure: transport impact arising from DS10 not fully assessed as modelling does extend south of A45, ID shows two form entry primary school in phase 2 when the housing trajectory only shows 25 houses are to be</p>	Remove DS10	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggest that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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					<p>completed therefore this could not realistically be delivered and would result in additional car journeys to fill places requiring the sustainability of the proposal to be re-assessed (contrary to NPPF Paragraphs 30, 34, 37, 75, 95). Without garden village status, proposal is greenfield development contrary to policy GP2. SA is unsound as scoring assigned to sustainability objectives: SA2 score is too positive as there is no provision of leisure or cultural opportunities and no public transport included in IDP and no evidence on delivery; SA3: should be revised as additional traffic will be generated, increasing air pollution in Dunchurch and surrounding villages and no provision for Doctors surgeries; SA4 should be revised as anticipated high infrastructure will have to be recovered over 825 homes during plan period resulting in little or no affordable housing; SA6: should be revised as no employment provision proposed and no employment within walking distance, no requirement for public transport links to main proposed employment to North of Rugby and DIRFT and not required in IDP; SA8: should be revised as DS10 is isolated from urban areas and will not support regeneration of urban areas; SA11: should be revised as limited local employment</p>		<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP. All SA's have been reviewed, all relevant service providers have 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.No changes are required.</p>

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					<p>opportunities, limited public transport to employment opportunities and no requirement for public transport in IDP- high car use for commuting inevitable; SA12: should be revised as no coherent FRA or mitigation despite development of greenfield land resulting in rainwater runoff in area susceptible to flooding with Rainsbrook and Leam Rivers affecting Willoughby, Grandborough, Saw bridge, A45 and surrounding villages; SA14: should be revised as STA only extends to Rugby Town, DIRFT and limited number of villages not the development site; no evidence proposed spine road will mitigate traffic impact on villages south of Dunchurch through to Daventry</p>		

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664	Dr Ian Czerniewski, Dr Elizabeth Roberts, Dr Kate Reynolds, Dr Sam Chesser	Dunchurch Surgery	NA	DS10	<p>Development is being proposed in relatively remote area of highly visible open countryside which should surely only be developed as a last resort. Proposed as an alternative to planned housing in Coventry where the proposed site is not in open countryside and which is much less remote from urban amenities. Proposed development is located in the centre of an area prone to flooding with inevitable risk of aggravating this problem. In conjunction with extensive South West development, this will increase traffic through Dunchurch and aggravate existing parking and pollution problems within this historic village. Pollution caused by additional traffic will be detrimental to health.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory.</p>

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664	Dr Ian Czerniewski, Dr Elizabeth Roberts, Dr Kate Reynolds, Dr Sam Chesser	NA	NA	DS10	<p>Emergency Medical Care: Selection of this site in preference to Walsgrave Hill Farm is inconsistent with the policy of promoting the health of the population. Development will have a significant negative impact on the health and safety of the population when compared to development Walsgrave.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.</p>
664	Dr Ian Czerniewski, Dr Elizabeth Roberts, Dr Kate Reynolds, Dr Sam Chesser	NA	NA	DS10	<p>GP Healthcare: No deliverable plan for GP surgery at Lodge Farm. Proposed land for healthcare provision within the mixed use centre is not supported with funds to build or operate a GP surgery. In order to operate economically, GP surgery needs critical mass of patients (at least 2500), and it is unlikely such a population will be reached at Lodge Farm for several years. This is based on evidence of slow development of other sites (Mast Site). Simply not viable for a GP to build and operate new premises at Lodge Farm Village for considerable time. In the interim health needs would need to be met</p>		<p>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.</p>

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					<p>by existing GP surgeries. Area falls outside catchment areas of almost all Rugby practices. In fact provided for exclusively by Dunchurch Surgery. Already oversubscribed and unable to take on new population of this size and no capacity to extend premises or parking. Surprised not contacted about healthcare provision. While the practice would consider providing GP services in a gradually increasing way, in time with the gradual growth of the population, we would have to expand staff to achieve this and would require suitable additional premises within Lodge Farm Village to achieve this. This would not be viable unless the complete premises were provided for us, presumably by the developer in exchange for the right to develop this site.</p>		

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665	P J Trewan	NA	NA	DS10	Pollution levels at Dun Cow crossroads are already above the recommended level and you proposing to add to this pollution by approving proposals to build a few more thousand houses.		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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

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671	Georgina Colbourne	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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672	Andrew Taylor	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
674	Brian Wain	NA	NA	DS10	<p>Astounded that you can propose 1500 new homes and advertise a proportion to be affordable when RBC staff admits it is highly unlikely. Brownfield land application for 2</p>	<p>Replace Lodge Farm with the originally preferred plan to have the 1500 homes near Walsgrave instead, by</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver</p>

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					<p>dwelling turned down on the A45 but 1500 executive homes can be built. Sacrificing large productive farmland and promote it as a sustainable village when it is the most unsustainable site that can be picked. Site will require the use of car. Extra cars on narrow lanes will impact on the community that already live there, other road users and agricultural vehicles. Loss of land, used to provide food, for livestock or humans will be lost forever not sustainable. Flooding impacts to. Rural landscape will be change to sub urban one.</p>	<p>making the developers build the mast site homes and rechecking the numbers on the required housing. I have heard that you have vastly over estimated this, especially in view of recent changes such as Brexit.</p>	<p>the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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676	Mia Bronstein	NA	NA	DS10	<p>1,500 homes of Coventry's allocation should not be located in the open countryside miles from Coventry. Insufficient infrastructure to cope (given cost of infrastructure affordable housing unlikely to be provided), no traffic assessment and highway safety concerns. Traffic to employment in Warwick, Leamington and Gadon will cut through Grandborough. Reference to road traffic incident where respondents brother and his girlfriend were hit by a vehicle whilst walking along Woolscott Lane. Lodge Farm will ruin visual amenity of Leam Valley, especially from the Dunchurch Park Hotel, which is elevated. Existing traffic congestion at Dunchurch.</p>	Remove DS10	<p>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. 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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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678	Brian Morgan	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road.. The Council</p>

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							<p>has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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680	John Scott	NA	NA	DS10	<p>Totally against proposal to build 1,500 homes at Lodge Farm. A45 is busy and dangerous road and adding 3,000 vehicles to it is ludicrous. Even if junctions can be improved not much can be done on country lanes that people will be using to access employment. Parking at Rugby Rail Station is difficult and adding more commuters will worsen the situation. No employment will be provided at Lodge Farm. Lanes will become unsafe for other road users including pedestrians and cyclists, including traffic aiming to access east of Rugby, DIRFT, M1 and A14. Site is not on fluvial flood map but is on surface water flood map. Proposal ignores NPPF para. 109, 112 and 93-104.</p>	<p>As Walsgrave site is far more sustainable than Lodge Farm then plan should return to this proposal</p>	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). DS10 is entirely located within flood zone 1. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>
681	Anthony Cahill	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

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					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
681	Anthony Cahill	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing.		No change required. Lodge farm, which will become a new main rural settlement,

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
683	Dave Simpson	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA11 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA. Site will increase congestion; affect air quality and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
684	Jake Simpson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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685	David Thomas	NA	NA	DS10	<p>Site is not near main employment area. A45 not a good location for development with commuters going through local settlements has this been assessed. Building houses on Leam Valley/Rainsbrook will lead to further flooding. Walsgrave a better location and closer to Coventry. Impact on migratory birds and other wildlife. Due to infrastructure costs it is unlikely any affordable housing will be provided.</p>		<p>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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. 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. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
687	D J Johnson	NA	NA	DS10	<p>Location is far from town and amenities will isolate community. Increase demand on existing limited facilities, particularly schools, doctors surgeries and traffic. Middle of nowhere. Needs to nearer to a town which will have the necessary facilities and infrastructure. Additional traffic in area with significant increase in air pollution. Already a problem with congestion at peak times which can only get worse. Change from greenfield to concrete surfaces will do nothing to improve the current flooding which occurs with increasing regularity in the surrounding villages. Need to protect and preserve countryside and minimise incursions caused by ill-advised urban sprawl.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>
688	Huw Beale	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11, SA14 and SA15 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling safety. Site will increase pollution and have a negative impact on air quality.</p>		<p>consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
689	Janina Maria Haddon	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments</p>

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					<p>inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2; SA4, SA8 and SA11 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration. Site will impact congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. Site will have a negative impact by using a green field site losing resources from the local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic; no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>(contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
691	Tony McBreen	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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					<p>cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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692	Sam Bronstein	NA	NA	DS10	<p>Thousands of houses to meet Coventry's need should not be located in open countryside miles away from Coventry and not near local employment sites; concerns raised about insufficient infrastructure provision and increased congestion; traffic going to Warwick, Leamington or Gadon will cut through Grandborough with consequent road safety implications for cyclists, pedestrians and horse riders; in Jan 2015 respondents brother and girlfriend were hit by a vehicle on Woolscott Lane near the proposed development and suffered life changing injuries requiring many operations and GP appointments; Dunchurch already has insufficient healthcare provision and proposing a GP surgery for Lodge Farm does not mean it will happen; Grandborough, Kites Hardwick and Marton flood-developing 105 hectares of farmland which is prone to surface water flooding will exacerbate existing flooding issues; it has been reported that no affordable homes will be built on site due to the cost of providing infrastructure; providing many development sites allows developers to 'cherry pick' the most suitable sites.</p>	Remove DS10 and re-allocate Walsgrave	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP. All relevant service providers have 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>
695	Adrian Cooper	NA	NA	DS10	Remote site will lead to an increase in traffic and pollution, located off a high risk route and no school or facilities within walking distances.	Remove Lodge Farm from the Plan	The Local Plan has been informed by infrastructure providers and any planning applications for the site will need to comply with policies contained within the Plan such as those related to air quality.

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695	Adrian Cooper (sent by Dawn Cotton)	Onley Park Residents Association	NA	DS10	<p>Set out a number of concerns with the Lodge Farm site against the SA objectives such as sites remoteness, delivery of infrastructure requirements, capacity of existing infrastructure, deliverability of services on site, access to services reliant on the private car, limited employment opportunities, traffic congestion, flooding impacts and STA not satisfactory and the SWLR not proven to mitigate the impact of traffic on villages south of Dunchurch and Daventry. RBC have already granted planning permissions which would largely satisfy their allocation.</p> <p>Our objections to the inclusion of DS10 in the Rugby Local Plan includes the absence of any assessment of why provision needs to be made on a greenfield site in a location outside of its development strategy to achieve compliance with the NPPF. The plan acknowledges the significant supply of existing permissions/allocations and how this is expected to be delivered. It does not explain or provide any analysis of why delivery of the existing allocation and infrastructure connected with it could not be brought forward. Without this the addition of DS10 cannot be justified. Further, there is no evidence that including DS10 will actually increase</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.</p>

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					<p>delivery or delivery rate within the plan period. The site at Walsgrave Hill Farm has belatedly been removed from the plan. This allocation would have provided a more sustainable site, which would meet the housing overflow from Coventry, which Rugby agreed to meet. The decision to remove it is contrary to the argument that additional allocations are necessary or justified.</p>		
695	Adrian Cooper	NA	NA	DS10	<p>DS10 will destroy Dunchurch, Willoughby and Grandborough. Settlement will be for the elite and will have no social housing.</p>	Remove Lodge Farm from the Plan	<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The site will need to comply with policies contained in the Plan.</p>
695	Adrian Cooper	NA	NA	DS10	<p>Site is already in an area prone to flooding and the removal of the natural soakaway will exacerbate this. Not in line with NPPF 93-104</p>	Remove Lodge Farm from the Plan	<p>No change required. The site is located is not located within flood zone 1 and future planning applications for the site would need to accord with local and national policy ensuring that flood risk is not increased as a result of the development of the site.</p>

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696	Susan Cooper	NA	NA	DS10	DS10 contravenes NPPF Paragraph 30 relating to: traffic congestion (exit from the Prison junction is already dangerous), increased car journeys as no public transport, increased air pollution, no facilities e.g. schools within walking distance, inadequate cycling routes as A45 too dangerous for non-experienced cyclists i.e. school children;	Remove DS10	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

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696	Susan Cooper	NA	NA	DS10	DS10 contrary to NPPF Paragraphs 93-104: Threat of flooding- already flooding on A45 and surrounding clay fields which further housing would increase	Remove DS10	DS10 is an entirely within flood zone 1. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
708	Brian Day	NA	NA	DS10	Garden Village will have a major environmental impact on Dunchurch particularly in regards to traffic movements if there was to be a garden village it would be more suitable to be located by Coventry.	A garden village accessed from the A46 in the Walsgrave area is a more suitable and sustainable solution; closer to likely employment areas the environmental protection of Coombe Abbey and Country Park would be a necessary requirement of such a development can help facilitate the provision of a direct access from the A46 to University Hospital this would be of significant benefit to the overall area.	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
715	K Elland	NA	NA	DS10	Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
715	K Elland	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a

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					<p>permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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716	S Elland	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
716	S Elland	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
716	S Elland	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
717	The Occupier	NA	NA	DS10	<p>regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
717	The Occupier	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
717	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

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					SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
720	P M Bates	NA	NA	DS10	The area of A45 is known black spot, more traffic on the main road and very narrow lanes are unjustified. NPPF 120 & 124. Air Quality - Dunchurch is already a high level. Traffic congestions at the crossroads would increase. NPPF 90-104. Flooding in the village is already at high risk. NPPF 17,158 & 126. Development not appropriate among the established village. NPPF 52 & 70. No schools, doctors, hospitals etc. t cope, NPPF112.		The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					Farmland not brownfield.		<p>Local Plan. The measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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. 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.</p>

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721	J Bates	NA	NA	DS10	<p>Object to development at Lodge Farm due to capacity of local roads and dangerous traffic on A45. Pollution levels and congestion in Dunchurch will be much worse. Risk of flooding will be higher, especially in Grandborough which already floods in heavy rain. Type of development will not fit in with existing area. Local facilities do not have the capacity for these extra people. There are no local jobs and families will need to travel long distances by car to work.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>
722	Graham Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to</p>

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					<p>no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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722	Graham Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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722	Graham Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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722	Graham Hallam	NA	NA	DS10	Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
723	Sarah Wokkall	NA	NA	DS10	Left blank	Remove DS10	No Comment required

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729	Ann Luntley	NA	NA	DS10	<p>Absence of any assessment as to why Greenfield sites are being used. How does this provision Coventry when its far away from Rugby and is separated from Dunchurch by the motorway. Transport to site will be by private transport unless frequent bus service. Increased traffic through Dunchurch causing bottleneck. Liable to flooding.</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended</p>

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735	Coleen Beand	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, SA6, S12 and SA15 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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736	Petrina Howarth	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
737	Tracey Judd	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
737	Tracey Judd	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.		
738	D Henson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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738	D Henson	NA	NA	DS10	Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
739	Steven Seager	NA	NA	DS10	DS10 contradicts NPPF Paragraph 112 as it proposes to needlessly allocate agricultural land.	Remove DS10	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.
740	Michael Judge MBE	NA	NA	DS10	I conflicts with paragraph 112 of the national policy framework as it needlessly takes agricultural land	Remove DS10	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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
741	Pat Judge	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.		greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.
741	Patricia Judge	NA	NA	DS10	Conflicts with NPPF Paragraph 112 as it needlessly takes agricultural land	Abolish DS10	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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
742	Tamara Killickward	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
742	Tamara Killickward	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
743	The Occupier	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
743	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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744	K J Grant	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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744	K J Grant	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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745	Charlotte Natawidjaja	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
746	L Noakes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
746	L Noakes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
747	P Noakes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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747	P Noakes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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748	Rachel Crane	NA	NA	DS10	High risk of flooding , lots more cars on the road. 1500 too much.		Proposed Appendix 3 Infrastructure Delivery Plan has been amended following consideration of this consultation response and the updated Strategic Transport Assessment. DS9 and IDP mod updates ref LP54.46 - LP54.58 - and LP54.120 - LP54.123
751	James McGillian	NA	NA	DS10	Not been demonstrated by evidence that the sub-housing market can absorb the levels of housing delivery proposed by DS10 over the plan period, in combination with other sites to the south-west and south-east of Rugby.	Evidence is needed to demonstrate the delivery of the SUE and that all sub-housing market areas can absorb the projected rates of housing delivery.	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.

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751	James McGillian	NA	NA	DS10	DS10 does not meet duty to cooperate to assist with Coventry's unmet housing need as only 825 dwellings proposed in plan period at Lodge Farm which is 15 miles from Coventry.	Proposed allocation in DS10 should be removed and site at Walsgrave reinstated in the plan.	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.
751	James McGillian	NA	NA	DS10	DS10 does not comply with NPPF para.17 due to the distance it lies, for walkers and cyclists, to a main urban area. Likely that the site would be over reliant on journeys private car for work and leisure. DS10 is also inconsistent with NPPF para.30, 34 and 38 in terms of sustainable transport.		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and

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							<p>other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
751	James McGillian	NA	NA	DS10	<p>The STA that supports the plan and allocation of land in DS10 is unsound, insufficient and extremely limited. This in turn makes the sustainability appraisal of DS10 invalid and therefore the proposed plan unsustainable and ultimately</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan</p>

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					<p>unsound. For example, trip distribution data used for DS10 is based on 2011 census data and is therefore outdated and unreliable. RBC promote development at DS10 based on an interim improvement of the Dunchurch Crossroads which is not identified, modelled or costed in the Local Plan.</p>		<p>period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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751	James McGillian	NA	NA	DS10	<p>DS10 is not a suitable location as it is unsustainable in transport terms and is remote with no relationship to Rugby, Coventry or any other urban area. Due to the flat nature of the site there will be a major impact on the open character of the area which cannot be mitigated in the short to medium term. It lacks definition and would be open to infill and expansion.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
752	Bridget Ashmore	NA	NA	DS10	Does understand how plans to build houses in Walsgrave change to a proposal to be located nearby Dunchurch. Why are we choosing a site that is for Coventry and will impact negatively on Dunchurch and surrounding villages by pollution, congestion, bad for the environment and has no community support. Fails to meet NPPF para 11 garden village proposed with no community support and NPPF para 30,34,37,95,120,124,57,58,69,70,73, 74,109,114-119 and 112.		Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
753	Clive Hancock	NA	NA	DS10	Lodge Farm originally to be provided in the Coventry area outside Walsgrave. Increase in traffic		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
758	Sarah Valerkou	NA	NA	DS10	Objection to DS10 as the Sustainability Assessment for DS10 lacks evidence, detail and was produced after the decision to include DS10 was made which is unsound; developing a Sustainability Assessment after including DS10 suggests the evidence is being stretched to support the inclusion of DS10; lack of evidence concerning Ecology, highways deliverability, no conclusive transport assessment, missing Phase 1 Ecology Assessment, no utilities assessment i.e. sewer capacity/treatment etc., no landscape assessment, no consideration on Heritage or Archaeology, no site investigation, no agricultural land classification report, absence of a flood risk assessment, an extremely immature Master Plan/Development Framework.		The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
758	Sarah Valerkou	NA	NA	DS10	<p>The STA is unsound, insufficient and extremely limited making the DS10 Sustainability Assessment invalid which makes DS10 unsustainable and the entire Draft Local Plan unsound; the Vectos STM traffic model does not consider impacts of DS10 on Daventry, along the A45 through Flora Hill (where congestion is already a significant issue, given the scale and proximity to Daventry the STM traffic model is not fit for purpose; the trip-end data supporting the trip distribution for DS10 is invalid as it is based on inaccurate 2011 data, model outputs are unreliable and cannot be used to project the impact of DS10 with any reliability; Due to time constraints imposed on Vectos by RBC DS10 only subject to a limited Sensitivity Test which is not viable for a significant allocation- the model should have been extended, re-calibrated and used as the basis for re-running the analysis for the entire draft Local Plan so that the cumulative impact across the entire network could be studied; Dunchurch crossroads a serious constraint on development to the South West of Rugby and Vectors advise that any increase in traffic in this location would be highly undesirable, limited capacity to provide additional improvements, recommends completion of</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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. 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).</p>

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					<p>A45/M45 section of the South West Link Road at the earliest opportunity and until then locate housing away from South West Rugby; RBC ignoring the advice of their consultants Vectos and instead are promoting early delivery of DS10, interim measure at Dunchurch crossroad not identified in the Draft Local Plan, modelled in the Draft Local Plan, costed in the draft Local Plan, no impact assessment on Listed Buildings, Statues and Monuments in the vicinity of Dunchurch crossroads, no demonstration in Local Plan of the severe consequences of routing additional traffic through an area with existing air quality issues.</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
758	Sarah Valerkou	NA	NA	DS10	<p>DS10 does not meet RBCs obligations to CCC under the duty to cooperate; removing the Walsgrave Hill Site and introducing DS10 will only deliver 825 homes in the plan period; location of DS10 to the south of Coventry 15 miles from Coventry in breach of the MOU; WDC Local Plan failed at examination as it failed to provide adequately for Coventry's unmet housing need both in volume and appropriate geographical location which resulted in a delay of a year and resulting in allocation of greenbelt sites at Kings Hill and Westwood Heath;</p>	Remove DS10 and re-instate Walsgrave Hill Farm	<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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758	Sarah Valerkou	NA	NA	DS10	<p>DS10 detrimental to quality of life in Grandborough; DS10 is unsuitable as it is unsustainable due to reliance on the private car thus undermining the principles of a garden village; remote and no relationship to Coventry, Rugby or any other urban area; DS10 will impact landscape character which could not be mitigated in the medium term due to the flat nature of the site; there is no previous use or merit which sets it apart from other locations; lacks definition and would be open to infill and expansion.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
758	Sarah Valerkou	NA	NA	DS10	<p>DS10 is inconsistent with NPPF Paragraph 17 which stipulates 12 core principles which should underpin both plan-making and decision taking; Planning should: actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable; DS10 contrary to NPPF Paragraph 17 due to its distance to the main urban area especially for walkers and cyclists; public transport provision could be increased, but funding for this is unclear resulting in an over-reliance on cars</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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758	Sarah Valerkou	NA	NA	DS10	<p>DS10 is inconsistent with NPPF Paragraph 30 (reducing congestion), Paragraph 34 (minimising travel), Paragraph 38 (promoting mixed use development), DS10 is not adjacent to the main urban area and does not include additional employment land; residents would need to travel throughout the sub-region (Rugby, Daventry, Coventry etc.) to access employment; high level of car reliance.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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758	Sarah Valerkou	NA	NA	DS10	<p>It has not been demonstrated that the sub-market housing areas can absorb the housing provided by DS10 over the plan period which will impact housing delivery and land supply; no evidence the 12,700 homes proposed for South West and South East of Rugby can be supported can be absorbed by the housing sub-market areas, existing slow delivery rates are due to a lack of demand; E.g. Rugby Mast site is only served by 3 different developers and is anticipated to deliver well below the 6,000 projections; RBC needs to bring forward the delivery of the SUE within the first 5 years of the Plan yet the delivery of the SUE in this timeframe is not supported by the evidence in the Local Plan; RBC needs to present firm evidence that the SUE can be delivered and the housing market areas can absorb the project rate of housing delivery.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
761	Stephen Anthony	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
761	Stephen Anthony	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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761	Stephen Anthony	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
761	Stephen Anthony	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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					flooding areas; consideration of reduction of available space for SUDS deployment.		
761	Stephen Anthony	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA9 with the reasoning covering the following: Site will have a negative impact by using a green field site losing resources from the local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Further detailed ecological detailed reports will be submitted as part of any future applications. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
761	Stephen Anthony	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
762	George Holmes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
762	George Holmes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA9 with the reasoning covering the following: Site will have a negative impact by using a green field site loosing resources from the local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
762	George Holmes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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762	George Holmes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
762	George Holmes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
762	George Holmes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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762	George Holmes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
762	George Holmes	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
763	Nigel Harris	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
764	Michael Tylour	NA	NA	DS10	<p>The proposed development at Lodge Farm is unsustainable. Blue Boar Farm where the A45 meets Lawford Lane provides a suitable alternative site. The site is greenbelt although this may be negotiable. Site is no longer greenbelt due to nearby industrial and residential development. This would re-balance growth around Rugby, allow for better traffic flow, shoppers can use the bypass to access the town centre, nearby sewage works and electricity substation could be enlarged, nearby farmers may be willing to sell their land.</p>		<p>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. 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. 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).</p>
764	Michael Tylour	NA	NA	DS10	<p>Respondent received correspondence from Cllr Timms, who has confirmed land in question is included in a Warwickshire County Council mineral plan consultation. The land would be better as housing-sand and gravel extraction would be detrimental to neighbouring amenity. Once the land is excavated, backfilling the site with rubbish would cause environmental health issues and the land would have little agricultural use for years. Lodge Farm is unsustainable and will cause issues with traffic congestion and strains on services.</p>	<p>Remove land at Heath Lane from the greenbelt and use for residential development</p>	<p>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. 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. 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).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
764	Michael Taylor	NA	NA	DS10	DS10 conflicts with NPPF Paragraph 112 with regards utilising agricultural land for residential development unnecessarily	Remove DS10	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.
765	Lucy Ennis	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
765	Lucy Ennis	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
766	Debbie Cook	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
766	Debbie Cook	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
767	William Crane	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 and DS15 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment; site will increase pollution and have a negative impact on air quality.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
767	William Crane	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 and SA3 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services. Site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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768	Charlotte Haley	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p> <p>.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council</p>

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							has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
769	C A Mills	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone</p>		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered

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					susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		capable of meeting its policy requirements.
770	A S D Bell	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being</p>

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					<p>flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
771	Stewart Wright	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity /</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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					<p>air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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771	Stewart Wright	NA	NA	DS10	<p>Concern of loss of countryside and STA does not extend southwards along the A45 as far as the proposed Lodge Farm allocation. The area of the network to be assessed should extend into Daventry District to include the villages that are located in this area and also account for employment areas located in Daventry town. Plan makes no assurance infrastructure needs can met to support growth. RBC failed duty with NCC and DDC. Believe highway work proposed by WCC will not improve the current problems at the Dunchurch crossroads. The traffic congestion currently being experienced by the village will only be multiplied. Residents within Dunchurch already suffer from lorries, etc. Crossroads already well known for air pollution - concern of health. No evidence that increasing the supply of allocations in the way proposed will actually increase delivery. Need to accelerate existing infrastructure. Recognise need to boost supply of housing re NPPF. However, plan does not justify greenfield sites of 1500 homes in countryside. No justification given in MoU as to why RBC are proposing to build 2800 dwellings from Coventry's housing allocation.</p>	<p>A detailed expert assessment of all aspects of the Heritage and Natural Environment is necessary before DS10 is included in Local Plan. RBC should remove Lodge Farm from the Local Plan. Redo evidence and be subject to fresh public consultation.</p>	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).The housing target is not a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No alteration is required.</p>
771	Stewart Wright	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that</p>		<p>No change required. The justification of Coventry City's unmet housing need is</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified.</p>		<p>borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed</p>

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					<p>No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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778	Clair Timms	NA	NA	DS10	<p>DS10 Plan does not justify why provision needs to be made on a greenfield site. No justification of MOU. No explanation as to how delivery could be accelerated. No evidence that increasing the supply of allocations in the way proposal will actually increase delivery. STA Does not fully account for the transport impact from Lodge Farm allocation. Given proximity to M1, A45 and with regard to other developments, area of assessment should be extended. RBC failed in duty of care to co-operate with officers from Daventry District Council and Northamptonshire Council.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
785	Matt Haley	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. The STA

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							<p>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, which are contained within the modification IDP.</p>

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787	Robert Collings	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure. .</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. 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 IDP is a live document and has been updated Modification LP54.116-140. . The Council has not received a DTC objection from Coventry City Council or Daventry District Council.</p>

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787	Robert Collings	NA	NA	DS10	<p>Daventry District Council opposes Lodge Farm; further consideration should be given to Brownfield sites i.e. the former Rugby radio mast site- if the mast site was given more impetus it would reduce need for housing in other areas, Dunchurch could only be sympathetically enlarged if a bypass was built, Dunchurch has the highest pollution levels of any village in Warwickshire (above European standards)- increasing pollution levels further, at peak times traffic queues stretch outside the village- which future development would exacerbate, the proposed development would be detrimental to traffic flow in Rugby, highway safety concerns in relation to pedestrians ability to cross roads, widening the road in the centre of Dunchurch would further narrow the pavements, concerns for cyclists safety, the historical centre of the village would be damaged by vibration and stone work would be eroded by air pollution,</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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788	Rhona Smith	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road.. The Council</p>

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							has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
789	Carina Haley	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and</p>		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					Northamptonshire CC regarding the STA and extent of the RWA model used in STA.		delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.

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790	Nigel Stott	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of unposted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. . Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. The selection of the allocated sites were informed by the SHLAA, and other</p>

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					cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.		relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. 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 Council has not received a DTC objection from Coventry City Council or Daventry District Council.
793	I Kennard	NA	NA	DS10	Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the

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					<p>existing infrastructure. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road.. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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795	E Green	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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 suggest that the road will not be delivered. 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).STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. The gyratory system was assessed as part of the STA; Warwickshire County Council have not identified the</p>

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					<p>failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>gyratory as a constraint on development. DDC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>
796	B E Gane	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>	Delete Policy DS8	<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from</p>

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							<p>Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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797	D A Gane	NA	NA	DS10	<p>DS10 Plan does not justify why provision needs to be made on a greenfield site. No justification of MOU. No explanation as to how delivery could be accelerated. No evidence that increasing the supply of allocations in the way proposal will actually increase delivery. STA Does not fully account for the transport impact from Lodge Farm allocation. Given proximity to M1 and with regard to other developments, area of assessment should be extended.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>
800	Carol O'Neil	NA	NA	DS10	Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver

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					<p>however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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802	Andrew Gambrell	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
803	C A Reid	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

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					<p>cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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804	Wendy Collings	NA	NA	DS10	<p>The proposed development contravenes NPPF paragraphs NPPF 30, 34, 37, 95, 120, 123, 124. The recent closure of the Western Relief road for works lead to a huge increase in traffic through Dunchurch with congestion along Daventry Road, London Road and Southam Road- Lodge Farm would increase air and noise pollution as well as vibrations which risk damaging historical properties. The proposed development also contravenes NPPF paragraphs: NPPF ref 17, 58, 126,129,132-138, 126. The character of Dunchurch will change due to alterations needed to the crossroads- the statue of John Scott was erected in 1887, the Alehouses were founded in 1663 and rebuilt in 1818 (now Grade II listed). Historical significance relating to the Gunpowder plot. Surrounding villages and Daventry will be affected by excessive traffic. The consultation period should be extended. NPPF 30, 34, 37: No new schools are proposed yet local schools are at capacity so children in Dunchurch are no longer permitted to go to Ashlawn School. NPPF ref: 57, 58, 69, 70, 73, 74, 93-104, 109, 114-119,112: The proposed development would exacerbate flood risk.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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806	Josephine Cross	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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807	John Mills	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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808	S P Mills	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. The selection of the allocated sites were informed by the SHLAA, and other</p>

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					cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.		relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. 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
810	Margaret Baynes	NA	NA	DS10	Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure. Re: STA - concerns over Dunchurch		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>housing allocations ensure a continuous flexible supply of housing to meet the housing target. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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812	Laura Rozic	NA	NA	DS10	Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.		Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory.
813	M Rozic	NA	NA	DS10	Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio

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					<p>funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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814	Tom Protheroe	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. The site will assist the authority in demonstrating a 5 year land supply throughout the plan period. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. The delivery of the South West spine road is a necessity infrastructure requirement to support</p>

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					<p>cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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</p>

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815	Ben Wright	NA	NA	DS10	<p>Object to the Sustainability Assessment Framework Scores. SA1- Reduce Poverty: The proposed community would be isolated, the high cost of infrastructure would result in negligible affordable housing, the increase in executive style housing would increase social exclusion, the burden on limited rural facilities will increase disadvantage, SA2- Access to services, leisure and culture: No deliverable plan for services, leisure and culture. No facilities provided and leisure or culture and requirement for public transport links is not supported in the Infrastructure Delivery Plan. Access to facilities in neighbouring areas will be by car, proposed site for a GP surgery lacks funding to deliver it. SA3- Health: Additional traffic will increase air pollution, health facilities are not within walking distance. SA4- Affordable and decent housing: High cost of infrastructure and projected delivery of only 840 houses within the plan period will result in negligible affordable housing, no affordable housing provision provided in consultation documents, lack of public transport and facilities will limit the ability of low income families to live at Lodge Farm. SA6- Local economy: Residents will be forced to commute outside</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. It is considered that the site is capable of meeting its policy requirements and further detailed assessments will be undertaken when a planning application is submitted to accord with the policies contained within the Plan. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. 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, which are contained within the modification IDP.</p>

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					<p>Lodge Farm for employment increasing traffic in surrounding villages. SA7- Town Centre: Traffic congestion from the site will discourage residents from visiting the town centre and will consequently shop in neighbouring towns. SA8- Promoting regeneration: Site is isolated so does not assist urban regeneration, SA11- Climate Change: Increased traffic, no public transport provision and site incapable of operating as a self-contained rural settlement. SA12- Flood Risk: No FRA details provided despite potential for rainwater runoff. SA14- Sustainable Transport Network: Strategic Transport Assessment unsatisfactory as only covers Rugby Town not development site. RBC have already granted permission which would largely satisfy the housing requirement. Insufficient justification for Lodge Farm. As above, plus: The Strategic Transport Assessment (STA) does not fully take into account the Lodge Farm allocation. Given the expansion of nearby employment sites such as DIRFT the area of the transport network assessed should stretch into Daventry District.</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
815	Ben Wright	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>	Delete Policy DS8	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council</p>

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							<p>has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
815	Ben Wright	NA	NA	DS10	<p>Object to the Sustainability Assessment Framework Scores. SA1- Reduce Poverty: The proposed community would be isolated, the high cost of infrastructure would result in negligible affordable housing, the increase in executive style housing would increase social exclusion, the burden on limited rural facilities will increase disadvantage, SA2- Access to services, leisure and culture: No deliverable plan for services, leisure and culture. No facilities provided and leisure or culture and requirement for public transport links is not supported in the Infrastructure Delivery Plan. Access to facilities in neighbouring areas will be by car, proposed site for a GP surgery lacks funding to deliver it. SA3- Health: Additional traffic will increase air pollution, health facilities are not within walking distance. SA4- Affordable and decent housing: High cost of infrastructure and projected delivery of only 840 houses within the plan period will result in negligible affordable housing, no affordable housing provision provided in consultation documents, lack of public transport and facilities will limit the ability of low income families to live at Lodge Farm. SA6- Local economy: Residents will be forced to commute outside</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. It is considered that the site is capable of meeting its policy requirements and further detailed assessments will be undertaken when a planning application is submitted to accord with the policies contained within the Plan. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. 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, which are contained within the modification IDP.</p>

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					<p>Lodge Farm for employment increasing traffic in surrounding villages. SA7- Town Centre: Traffic congestion from the site will discourage residents from visiting the town centre and will consequently shop in neighbouring towns. SA8- Promoting regeneration: Site is isolated so does not assist urban regeneration, SA11- Climate Change: Increased traffic, no public transport provision and site incapable of operating as a self-contained rural settlement. SA12- Flood Risk: No FRA details provided despite potential for rainwater runoff. SA14- Sustainable Transport Network: Strategic Transport Assessment unsatisfactory as only covers Rugby Town not development site. RBC have already granted permission which would largely satisfy the housing requirement. Insufficient justification for Lodge Farm. As above, plus: The Strategic Transport Assessment (STA) does not fully take into account the Lodge Farm allocation. Given the expansion of nearby employment sites such as DIRFT the area of the transport network assessed should stretch into Daventry District.</p>		
818	N Bown	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the</p>

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					<p>forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10</p>		<p>HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the</p>

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					<p>will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road.. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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819	E Marshall	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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</p>

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							has incorporated updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
820	S Marshall	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply</p>		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.

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					<p>with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. 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</p>
821	A.C.Kidd	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which</p>

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					<p>inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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822	Carol Seager	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council</p>

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							has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
823	Nicholas Long	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meets its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that</p>		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated

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					<p>RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>Modification LP54.116-140. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory, these site alone will not meet housing target or ensure a continuous 5 year land supply. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. 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 Council has not received a DTC objection from Coventry City Council or Daventry District Council.</p>

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824	J.E Kearney	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council</p>

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							has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
827	B Nicholls	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and</p>	Delete Policy DS8	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The

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					Northamptonshire CC regarding the STA and extent of the RWA model used in STA.		South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.

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827	Barry Nichols	NA	NA	DS10	<p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery</p>

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							of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
827	Barry Nicholls	NA	NA	DS10	DS10 conflicts with NPPF Paragraph 112. The overall size of the development will increase Rugby by 50% and have a devastating impact on the environment. Air quality will be impacted and there are no details of how infrastructure will be delivered.	The plan should be re-thought, a judicial review undertaken and two independent expert organisations should review it.	No change required. The site is required to ensure that the Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The SW link road will reduce traffic flows through Dunchurch.DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road.
828	Paul Le Poidevin	NA	NA	DS10	Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of

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					<p>needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need.</p> <p>Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will</p>

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					<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals.</p>		<p>become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>
829	P C Wattram	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September</p>

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					<p>need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the</p>

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							<p>housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>
830	Sue Protheroe	NA	NA	DS10	Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow

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					<p>uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better</p>		<p>Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous</p>

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					use of existing infrastructure.		flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.

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831	A. Leugs	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery</p>

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							of the south west link road.. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
832	Trevor Wyeth	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meets its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come</p>		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live

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					<p>up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch</p>

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							crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.
833	W Taylor	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that</p>		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of

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					<p>RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are</p>

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836	David Gelsthorpe Hall	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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836	David Gelsthorpe Hall	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
837	Nigel	NA	NA	DS10	Re: SHMA - concerns over		No change required. The justification of

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	Turner				<p>impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without</p>		<p>Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and</p>

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					<p>this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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838	Charles Haywood	NA	NA	DS10	<p>Site is isolated will result in reliance of the private car impacting on congestion and air quality, access to site not agreed and reliant on delivery of the SW link road. No facilities, retail, services or leisure nearby further increase in car use. Scale of site will not deliver local centre and site cannot be delivered early. Lack of highway deliverability; no ecology, utilities and flood risk assessment.</p>	<p>Remove DS10 from the Plan. Housing allocation should be nearer to existing and proposed employment areas where substantial facilities and amenities are available without residents having to travel by private car to enable compliance with the NPPF</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5 and all relevant service providers have 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.o change recommended.</p>
838	Alaister Casemore	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the</p>

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					<p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road.. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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839	Penny Tyacke	NA	NA	DS10	Understands previous allocation was for Walsgrave Hill Farm near Coventry and the plan proposes to take some of Coventry's housing allocation- sites should be allocated closer to where people work to reduce traffic impacts; building 5 houses in every village would be the best approach;		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Comments noted - No further action required.
840	Chris Ellinas	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.

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					<p>high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		
841	Charles A Fisher	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered</p>

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					flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		capable of meeting its policy requirements.
842	Calina Green	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
843	Monika Markowska	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
844	Cheryl Marsden	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover</p>

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					<p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
845	Lauren Turley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
846	Angus Mitchell	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
847	D Mitchell	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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					<p>cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
848	Jason O'Callaghan	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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849	Connor Brown	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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850	Sean Ali	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
851	Jeff Lewington	NA	NA	DS10	<p>Concerned for future of Dunchurch as an independent village and the environmental destruction of areas that should be valued for their natural habitats. Have evidence of observed species on this site that should be protected under Wildlife and Countryside Act 1981. Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals. Dunchurch crossroads is particular area of concern for traffic congestion and impacts of industrial development near to A45/M45 junction. Additional traffic would be contrary to NPPF para.30 and 124 on traffic congestion and air quality.</p>	Plan should be rejected in its entirety.	<p>No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing</p>

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							<p>need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC The STA</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							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, which are contained within the modification IDP.
854	Bob McAulley	NA	NA	DS10	<p>Policy DS10 is unsustainable. No accurate or dependable transport analysis and the update work will not be ready till after the closure of the consultation period. Garden village is not supported by the local community with the parish council survey, which the site is within, 87% of respondents against the site. Doubtful affordable housing will be provided and if so limited bus services means difficulties travelling to work. Provision of good quality local services not likely to be delivered until enough houses are built - if ever. Dunchurch crossroads already has pollution issues which will be made worse with additional traffic from the site, prison and marina with the latter two under construction. Leicester Road traffic is shambolic. Flooding already happens new houses will make it worse for Grandborough village. Woolscott will cease to be a hamlet with it being next to the development and</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. he selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Dunchurch will cease to be village. Reconsider the housing numbers being planned for.</p>		<p>Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
855	Bernard Sutton	NA	NA	DS10	<p>DS10 main point is that it has two bus stops on the A45. The service stopped Dec 2016 making both Willoughby and Onley villages cut off and private cars are the only means of transport unless those who can afford expensive taxis can go into Rugby or their local health care. Commercially operated service run for 6 months (Braunstone-Rugby via Onley Park) will end Dec 16 stagecoach have advised that the service isn't commercially viable. Alternative services are away from the site therefore the promotion of the two bus stops is ludicrous. School children attending schools in Rugby get a taxi to and from free of charge. When the bus service was available it cost parents around £700 per year. The section of the A45 where the site is located is extremely busy and very dangerous sign was put up in 2010 about the number of accidents and casualties. Since 2010 there has been more accidents and casualties. Since Oct 2016 there have been 21 additional accidents and a further 3 accidents that I am aware of resulting in the closure of the a45 on two occasions from Grandborough turn to Dunchurch resulting in traffic via Grandborough village to Dunchurch as no access is available to the M45.</p>		<p>No change required. Policy DS10 will require the development to have public transport with the site developers having experience of delivering such services for a similarly located site. The viability of the scheme would be enhanced by the development of the site and providing benefits to surrounding settlements. WCC Highways have not stated that the presence of the high crash route would prevent development of DS10.</p>

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855	Bernard Sutton	NA	NA	DS10	<p>No flood risk assessment has been undertaken for DS10. Heavy rain fall in Leam Valley in March 2016 and pictures display flooding off the prison drive just off the A45 which is located opposite to Lodge Farm. Process of Draycote Water when the reservoir is at bursting point the reservoir unloads water over the fields, this in turn raises the Rainsbrook stream which causes flooding. Shocked that RBC have not completed a flood assessment of the Leam Valley area which is already known to the environment agency. Disregarding existing and future parishioners who's houses will become flooded.</p>		<p>The selection of sites was informed by a consistent evidence base which included a Strategic Flood Risk Assessment. A site specific FRA will be submitted as part of the planning application process to demonstrate compliance with Local Plan policies SDC5 and SDC6. The EA and LFRA have not stated that a FRA is required to support the Plan.</p>
855	Bernard Sutton	NA	NA	DS10	<p>Complaint concerning the lack of information that has not been available to the public even after a 2nd round of consultation concerning the highways report. Unable to come to a valid conclusion and provide any written comments when the information is still lacking the vital traffic assessment report. All informal should be available at the start of the consultation period.</p>		<p>No change required. The STA June 2017 was an update to the STA that supported the Publication Draft. The STA June 2017 supports the allocations and strategic mitigations for the Local Plan.</p>

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855	Bernard Sutton	NA	NA	DS10	<p>DS10 main point is that it has two bus stops on the A45. The service stopped Dec 2016 making both Willoughby and Onley villages cut off and private cars are the only means of transport unless those who can afford expensive taxis can go into Rugby or their local health care. Commercially operated service run for 6 months (Braunstone-Rugby via Onley Park) will end Dec 16 stagecoach have advised that the service isn't commercially viable. Alternative services are away from the site therefore the promotion of the two bus stops is ludicrous. School children attending schools in Rugby get a taxi to and from free of charge. When the bus service was available it cost parents around £700 per year. The section of the A45 where the site is located is extremely busy and very dangerous sign was put up in 2010 about the number of accidents and casualties. Since 2010 there has been more accidents and casualties. Since Oct 2016 there have been 21 additional accidents and a further 3 accidents that I am aware of resulting in the closure of the a45 on two occasions from Grandborough turn to Dunchurch resulting in traffic via Grandborough village to Dunchurch as no access is available to the M45.</p>		<p>No change required. Policy DS10 will require the development to have public transport with the site developers having experience of delivering such services for a similarly located site. The viability of the scheme would be enhanced by the development of the site and providing benefits to surrounding settlements. WCC Highways have not stated that the presence of the high crash route would prevent development of DS10.</p>

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857	Jennifer Millington	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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858	Gill and Barry Bowers	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>	Delete Policy DS8	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
859	Mr and Mrs Varney	NA	NA	DS10	DS10 Plan does not justify why provision needs to be made on a greenfield site. No justification of MOU. No explanation as to how delivery could be accelerated. No evidence that increasing the supply of allocations in the way proposal will actually increase delivery. STA Does not fully account for the transport impact from Lodge Farm allocation. Given proximity to M1 and with regard to other developments, area of assessment should be extended.		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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
894	Steven Rees	NA	NA	DS10	Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September

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					<p>need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the</p>

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							<p>housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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895	Alice Rees	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery</p>

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							<p>of the south west link road.. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
897	Christopher Mills	NA	NA	DS10	<p>DS10 Plan does not justify why provision needs to be made on a greenfield site. No justification of MOU. No explanation as to how delivery could be accelerated. No evidence that increasing the supply of allocations in the way proposal will actually increase delivery.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.</p>

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897	Christopher Mills	NA	NA	DS10	STA: Does not fully account for the transport impact from Lodge Farm allocation. Given proximity to M1 and with regard to other developments, area of assessment should be extended. RBC failed in duty of care to co-operate with officers from Daventry District Council and Northamptonshire Council.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
898	TWC Millington	NA	NA	DS10	Population projections have been treated as forecasts within the SHMA- contrary to government policy; does not take into account impact of Brexit; consultants GL Hearn not impartial as they have acted on behalf of developers; proposed use of greenfield sites above acceptable levels; housing and employment needs of neighbouring authorities need to be considered when it is appropriate to do so- no information as to why Coventry cannot accommodate the 2,800 dwellings; concern raised in relation to air pollution and subsequent effect on quality of life- which could still be a problem after the South West Link Road has been opened; concern in relation to coalescence between Dunchurch and Rugby; DS8 unsound as it is contrary to NPPF Paragraph 30 (congestion) and 124 (air quality); area covered by STA	Remove DS8; Local Plan needs revising	Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous

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					<p>should be extended to include Daventry District and other villages as the local plan does not fully take account of the traffic impact from the proposed Lodge Farm allocation;</p>		<p>flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
899	Mandip Kaur	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA</p>

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					<p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
900	Dale Mullock	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have</p>

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					<p>it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
901	Mathew Ladkin	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

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					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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902	Sandy Kaur	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
903	Caroline Young	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited</p>		<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite</p>

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					employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		GP and commercial space.
904	Harry Turncock-Rogers	NA	NA	DS10	<p>Accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period.</p> <p>Walsgrave Hill Farm site would provide a more sustainable site to meet housing overflow from Coventry. The decision to remove this proposed allocation is contrary to the argument that additional allocations are necessary or justified.</p>		<p>The NPPF states a plan period of 15 is preferable, not a requirement. The growth proposed for allocation within the plan exceeds the plan period. The approach taken to determining the residual housing need and annual targets ensures deliverable growth across the plan period. It is also an acceptable approach, in particular within the HMA. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help</p>

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							<p>maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>
905	Olivia Turnock-Rogers	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing</p>

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					<p>strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
906	Jacob Tutt	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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					<p>cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
907	Karen Turnock-Rogers	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
918	Peter Burrows	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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923	Mr B Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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924	Catriona Eckland	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
926	A J Hiscox	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
927	Mrs H Hiscox	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
928	Brian Williams	NA	NA	DS10	A village in the open countryside will have a big impact on the environment, wildlife and the surrounding villages. It will not be sustainable with no transport assessment also surface water, foul and sewage to be disposed of how will this be met. Will be new school built and Doctors surgery. Which hospital do you go to, police for the area Rugby police station is not functional for night time cover. Consideration has not be given to the impact of more tragic on the roads mainly the A45 which is a high risk accident route especially at the junction of Long down Lane onto the A45. More traffic into Dunchurch which is already suffering from pollution. There are plenty of sites in and around Rugby to be built on such as Walsgrave, Coventry speedway, old nursery etc.	The plan is unsound as it does not directly deal with the Council's obligations under the MoU with Coventry unless it re allocated Walsgrave site and removes lodge farm.	All relevant service providers have 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.

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929	Henry Hiscox	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
930	Richard Williams	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
931	Alan George Palmer	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
938	Helen Macartney	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the</p>

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					the RWA model used in STA.		<p>STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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943	S Pearce	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not ensure the housing target and a continuous 5 year supply of</p>

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					<p>cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>housing can be achieved therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. 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 Council has not received a DTC objection from Coventry City Council or Daventry District Council.</p>

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949	Michael J Hall	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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949	Michael J Hall	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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949	Michael J Hall	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
950	Margaret Lucas	NA	NA	DS10	<p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from</p>		<p>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.</p>

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					<p>plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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. 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). The interim measures of an additional lane at</p>

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							<p>Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
950	Margaret Lucas	NA	NA	DS10	<p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. The STA June 2017 updated the September 2016 STA by increasing the modelled area so that it</p>

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							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, which are contained within the modification IDP.
950	Margaret Lucas	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road.. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
950	Margaret Lucas	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity /</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous</p>

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					<p>air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road.. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
951	G Grimes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

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					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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952	MF & AJ Parker	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
953	M Grimes	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
954	Sarah Wallace	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver</p>

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					<p>and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council</p>

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							has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.
955	Simon Gulliver	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered</p>

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					<p>flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>capable of meeting its policy requirements.</p>

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956	Nigel Trodd	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of unposted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. The selection of the allocated sites were informed by the SHLAA, and other</p>

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					cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.		relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. 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 Council has not received a DTC objection from Coventry City Council or Daventry District Council.
957	Amanda Trodd	NA	NA	DS10	Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of		No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed

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					<p>existing infrastructure. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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960	L.G Pearce	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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964	Bernard Devine	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>	Delete Policy DS8	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
965	Marcella Devine	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and</p>		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					Northamptonshire CC regarding the STA and extent of the RWA model used in STA.		South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
966	R D Wattram	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. The selection of the allocated sites were informed by the SHLAA, and other</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. 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 Council has not received a DTC objection from Coventry City Council or Daventry District Council.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
966	Erica Milwain	NA	NA	DS10	<p>Walsgrave Hill Farm would be more suited to development as it is close to nearby employment sites and other facilities thus reducing the need for car journeys. As no new facilities are proposed there would be increased traffic into Dunchurch to use local facilities- compounding existing traffic congestion and pollution problems, contravening paragraphs 30, 34, 37, 75, 95, 120 and 124 of the NPPF. Developing agricultural land is contrary to NPPF paragraph 112</p>	Remove DS10 in favour of Walsgrave Hill Farm	<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>

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969	Kathryn Harris	NA	NA	DS10	<p>DS10 is unsound as there are not enough secondary schools in the area; children in the DS10 area already do not get their first choice of schools. The site will also lead to a huge increase in traffic and congestion, including at Dunchurch, which will lead to higher levels of air pollution. There is no safe cycle path from the M45 slip road into Dunchurch. People travelling from Lodge Farm will have to go out of their way to use new link road bypass around Dunchurch so undoubtedly will take shorter route through crossroads. DS10 does not enhance the vitality of Rugby town centre nor promote sustainable transport therefore it does not comply with NPPF.</p>	Remove Lodge Farm and replace with Walsgrave site	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>
970	Eve Skinner	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

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					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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971	S M Chick	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. The selection of the allocated sites were informed by the SHLAA, and other</p>

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					<p>cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. 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 Council has not received a DTC objection from Coventry City Council or Daventry District Council.</p>

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972	Lindsay Hall	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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972	Lindsay Hall	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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973	Tim Hall	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
973	Tim Hall	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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974	Neville P Hall	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
974	Neville P Hall	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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974	Neville P Hall	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
975	Clare Skinner	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

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					SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
976	Matthew Skinner	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
977	Bronte Watts	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which</p>

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					<p>inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
978	Abby Skinner	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

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					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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979	Richard Stedman	HMP Rye Hill	NA	DS10	<p>Director at HMP Rye Hill Prison (category B sex offender prison) located adjacent to the proposed new housing development. Not been consulted as a stakeholder to raise concerns they may have about the proposed development. A couple of concerns raised are traffic management, and also the legitimate and understandable safeguards we would like in place in terms of safety of the establishment which are crucial. Look forward to a meeting in due course.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
984	Samantha Diesch	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5</p>

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					<p>The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC 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</p>

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							updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
985	Julie Peters	NA	NA	DS10	Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.		No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.

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986	Kate Vaughan	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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987	Kely Mercer	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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989	P M Freemen	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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					<p>will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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990	Ann Wright	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery</p>

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							<p>of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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991	P Gall	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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992	Catherine Watt	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road.. The Council</p>

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							has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
993	Helen Le Poidevin	NA	NA	DS10	Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The

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					CC regarding the STA and extent of the RWA model used in STA.		South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
994	Stephen Prime	NA	NA	DS10	Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

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							<p>throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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995	Jamie Battista	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
997	M.B. Tennant	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road.. The Council</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
998	Helen Hackley	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and</p>		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Northamptonshire CC regarding the STA and extent of the RWA model used in STA</p> <p>.</p>		<p>South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
998	Jane Le Poidevin	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>
1001	James Tanser	NA	NA	DS10	<p>Flooding in this area. All water from this village has to go to the River Leam. Grandborough and Hardwhich already flood around this part.</p>		<p>DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended</p>

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1002	Macolm Wallace	NA	NA	DS10	<p>I regularly pass through this village and the thought of dumping 1500 houses in this attractive part of the countryside appalling. No social infrastructure, Traffic and pollution. Local employment will be scarce. Walsgrave site must be an obvious alternative.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1003	Janet Tanser	NA	NA	DS10	I object to the Local Plan. Too many hazards, Flooding through Grandborough. Lack of Drs, hospitals, Schools and shops and increase of traffic. NPPF 30,34,37, 95,17,25,52,70,57,58,69,73,74,109,112,126,93-104,123. Walsgrave a better alternative		DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1007	Lindsay Blaaberg	NA	NA	DS10	<p>The proposal is a threat to open spaces, NPPF Para 58,69, 70.73 and 74. Threat to Landscape Para 109. Threat to Agricultural land para 112, would damage mammals , invertebrates, birds and plants para 114 to 119. The proposal would result in excessive car journeys para 30,34,37 and 95. The proposal is without community support para 52 and would destroy the character of existing settlements17 and 58 and would increase the threat of flooding. Walsgrave hill is a more likely location</p>		<p>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. No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1008	B T Gamble	NA	NA	DS10	Scale disaproprate for the Local area. Issues around traffic, local facilities , wildlife, and natural habitat and the negative impact on our communities NPPF8 is described as "Destroys the character of settlements"		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.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.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1011	Pauline Cooke	NA	NA	DS10	<p>The proposal is a threat to open spaces, NPPF Para 58,69, 70.73 and 74. Threat to Landscape Para 109. Threat to Agricultural land para 112, would damage mammals , invertebrates, birds and plants para 114 to 119. The proposal would result in excessive car journeys para 30,34,37 and 95. The proposal is without community support para 52 and would destroy the character of existing settlements17 and 58 and would increase the threat of flooding. Walsgrave hill is a more likely location</p>		<p>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. No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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.</p>
1012	John F Green	NA	NA	DS10	<p>1500 houses is totally unreasonable, no one I have met in Grandborough has agreed with the proposed build of so many buildings in a rural situations under paragraph 52 of NPPF</p>		<p>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</p>

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1015	Clive Wood	NA	NA	DS10	<p>The proposal contravenes NPPF paragraphs: 93-104 (threat of flooding), 52 (garden village proposed without community support), 112 (threat to agricultural land), 30 (avoid traffic congestion), 120 and 124 (avoid air pollution caused by cars), 70 (fails to provide community facilities)</p>		<p>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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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1016	Eileen Gardner-Wood	NA	NA	DS10	NPPF: 93-104 (threat of flooding), 52 (garden village proposed without community support), 112 (threat to agricultural land), 120-124 avoid air pollution caused by cars, 70 (fails to provide community facilities).		DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. 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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.

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1017	Gloria Ann Oliver	NA	NA	DS10	<p>NPPF Access to the Site would rely solely on use of the A45. Traffic is already heavy at peak times, there is no railway or viable bus service or dedicated cycleway/footpath or schools or places of employment within easy reach. Families will need at least 2 cars. Air pollution will increase and a new village will be totally out of character. If open countryside is built on it will impact the landscape and wildlife, history of flooding .</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1018	Brian R Oliver	NA	NA	DS10	<p>NPPF Access to the Site would rely solely on use of the A45. Traffic is already heavy at peak times, there is no railway or viable bus service or dedicated cycleway/footpath or schools or places of employment within easy reach. Families will need at least 2 cars. Air pollution will increase and a new village will be totally out of character. If open countryside is built on it will impact the landscape and wildlife, history of flooding .</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>
1019	Dr J R Ponsford	NA	NA	DS10	<p>UK currently depends on imports for some 40% of its food. Any increase in population must increase this dependency disproportionately as cultivable land is lost. Twice last century country narrowly escaped starvation as a result of blockaded food supplies. World is hardly safer now that Aleppo's suffering now vastly exceeds Guernica's provided just one instance. Cannot be assumed otherwise that adequate, affordable access to food imports will continue indefinitely as population growth elsewhere</p>		<p>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. Comments noted although not considered to affect soundness of plan.</p>

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					<p>increases completion for worlds food output. Food importing countries will be most at risk once demand exceeds supply. Ever intensive agriculture here and abroad will hasten mass extinction of other species. Human environment, whether in overcrowded cities, flooded houses on flood plains, remaining but overcrowded countryside, or never ending traffic jams, will lose many of its current pleasures, and increase risk of disaffection and strife. Global temperature rise. If rational and equitable efforts to achieve a peaceful reduction to a genuinely sustainable population size were successful, and if climate change can be halted, a very much higher standard of living for all of humanity and a continuing and advancing future could ensue.</p>		

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1020	Margaret & Michael Reynolds	NA	NA	DS10	<p>The draft plan does not set out how many houses are to be built from the beginning of 2016 to 2031. Policy DS3.1 to DS3.5 lists a total of 13,400 dwellings with some already allocated for development with planning permission. The amount of houses has an enormous negative impact for all existing residents regarding quality of life, amenities and traffic congestion. There is no mention of the cost, timings for new roads. Car parking plans are inadequate, Bus routes are unreliable and inconvenient and cycling anywhere is a distinctly risky undertaking.</p>		<p>The Housing Background paper and appendix 2 (Housing trajectory) of the Local Plan. 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>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1022	George Threfall	NA	NA	DS10	I consider it quite wrong to propose a Garden Village without community support. Site is unsustainable because it will destroy the existing character as well as damaging the landscape. Proposed site is too large and will cause traffic congestion.		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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.

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1024	J F Selzie	NA	NA	DS10	<p>Dunchurch is a traffic nightmare, average household has 3 cars and the development of 60 houses on Bilton Grange land will increase this number by an additional 180 cars coming through Rugby which is already gridlocked in both rush hours. If 1500 houses are built at Grandborough this will bring in 4500 vehicles which head to Coventry/Rugby/Southam way. If 850 are to be built at Ashlawn road that adds another 2550 cars on the road.</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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1025	Wendy Cox	NA	NA	DS10	Comments objecting to the Sustainability scoring; Site is unsustainable location and will necessitate private car usage; limited public transport use; site is remote with no connection to main urban areas. Site would impact landscape and affect open areas; no distinctiveness of area; site lacks definition, and would be open to infill and expansion.		The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA.
1025	Wendy Cox	NA	NA	DS10	Objections other than regarding sustainability scoring: Lack of local support and the site is located in the Parish of Grandborough; Grandborough Parish Council conducted a survey in relation to its neighbourhood plan, where 87% of the respondent households were against the proposal.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1025	Wendy Cox	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA9 with the reasoning covering the following: Site will have a negative impact by using a green field site loosing resources from the local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Further detailed ecological detailed reports will be submitted as part of any future applications. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1025	Wendy Cox	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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1025	Wendy Cox	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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1025	Wendy Cox	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA13 with the reasoning covering the following: site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1025	Wendy Cox	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1025	Wendy Cox	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA15 with the reasoning covering the following: site will increase pollution and have a negative impact on air quality.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1025	Wendy Cox	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA16 with the reasoning covering the following: site will have a negative impact on vulnerable wildlife and farmland bird populations.</p>		<p>No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
1026	D Turton	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
1029	Val Brunavs	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1030	Victoria Lindsell	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>(contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1031	Tony Lindsell	NA	NA	DS10	<p>Local Plan unsound as does not directly deal with councils obligations to Coventry under the MoU unless the Walsgrave site is re-allocated; SA seriously flawed (separate submission on scoring) Lodge Farm is remote with no relationship to Coventry or Rugby urban areas, DS10 an unsustainable location where travel will be by private car with little public transport contrary to the principles of a garden village; DS10 will have major landscaping impact which the development will be unable to mitigate in the short/medium term; site has no previous use or merit over other locations; site lacks definition thus would be open to infill and expansion whereas Walsgrave site is well defined with Coventry on one side and Coombe Abbey on the other; missing information: lack of information on ecology, lack of evidence on highways deliverability, no phase 1 ecology assessment, no utilities assessment, no landscape assessment, no detail on heritage and archaeology information, no site investigation information, no agricultural land classification report, no flood risk assessment, lack of evolved masterplan/framework;</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP. All relevant service providers have 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</p>
1031	Tony Lindsell	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3,SA4,SA6, SA7, SA8,SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; there is no certainty over the delivery of onsite GP and commercial space; site not supported by relevant evidence base.</p>		<p>modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan.</p>

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1035	Andrew & Clare Grant	NA	NA	DS10	Development would change the nature of the area, destroy countryside, no existing infrastructure in the forms of schools, doctor's surgeries etc. Upper Leam Valley should be retained as a rural haven. A more appropriate site should be found.		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. 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.
1037	J Charles & Lucy M Thompson	NA	NA	DS10	Proposed location will affect the area in a profound way. Traffic Congestion, destroys the character of the settlements a threat to open spaces and landscapes and a threat to agricultural land.		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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

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1040	Kerri L Wing	NA	NA	DS10	<p>I object to the proposal of the Lodge Farm Garden Village development we will be subject to lorries passing up and down the lane which roads are not equipped for. Most households have 2 cars and this will increase traffic immensely. Not that anyone qualified would come. Dunchurch suffers from bottleneck effect at peak times and additional traffic will only exabborate this. It seems only executive housing will be built with high prices. There won't be any new jobs. Flooding will only worsen</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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1041	James Rowley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA16 with the reasoning covering the following: site will have a negative impact on vulnerable wildlife and farmland bird populations.</p>		<p>No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1042	Stephen Berta	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1042	Stephen Berta	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1042	Stephen Berta	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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1042	Stephen Berta	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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1042	Stephen Berta	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
1043	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
1044	John Childs	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1044	John Childs	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1044	John Childs	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1044	John Childs	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1045	C Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1046	Carole Berta	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1046	Carole Berta	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1046	Carole Berta	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1046	Carole Berta	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1046	Carole Berta	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1047	Ben Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA13 with the reasoning covering the following: site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1047	Ben Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA16 with the reasoning covering the following: site will have a negative impact on vulnerable wildlife and farmland bird populations.</p>		<p>No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1047	Ben Hallam	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA15 with the reasoning covering the following: site will increase pollution and have a negative impact on air quality.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
1047	Ben Hallam	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.		
1047	Ben Hallam	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1047	Ben Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1047	Ben Hallam	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1048	Kim Donald	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1049	P Furniss	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1050	The Occupier	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1051	D Howkins	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1052	J Kemp	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1053	Ian Harrison	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
1054	Jessica McMullen	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1055	C McMullen	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1056	B Wilks	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1057	P Jamie	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements</p>

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1058	Jason Robert Tysoe	NA	NA	DS10	I Object to Lodge Farm, It is in open countryside, site should be near employment, no public service infrastructure, NHS and local schools already under pressure, High flood risk area.		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. 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.DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1059	Jaqueline Westwood	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1059	Jaqueline Westwood	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1059	Jaqueline Westwood	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
1059	Jaqueline Westwood	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>scorings for SA1, SA3, SA6, SA7, SA8, SA12 and SA14 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services; site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety. Limited employment opportunities in the area; increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport. STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements</p>

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1059	Jaqueline Westwood	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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1060	Christine Hill	NA	NA	DS10	Removing the Walsgrave site and introducing Lodge Farm fails to meet its obligations under the MOU . The proposed site floods,		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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
1061	Richard Hill	NA	NA	DS10	Unsustainable location, travel will be predominately by car, site is rural and isolated and will have a negative impact on landscape and historical character of the area. Site would be surrounded by open farmland, this area is a known flood area and the surrounding rural roads are mainly single track		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.

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1063	Lucy Amy Allen	NA	NA	DS10	Extra cars on the road, my bus journey already takes an hour to do what should take 15 minutes and additional cars would mean this would take even longer.		The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
1064	Jaqueline Allen	NA	NA	DS10	We need desperately to avoid the traffic congestion coming past our front door on an S bend. The excessive car journeys that will ensue are of a desperate concern.		The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.

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1065	Roger Allen	NA	NA	DS10	<p>Objection to traffic congestion Tiny Hamlet of Woolscott. Area can tend to flood and traffic bottleneck. Please prevent this proposal taking place.</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>
1066	Natalie Wiltshire	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1067	Michael Dickman	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1067	Michael Dickman	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1067	Michael Dickman	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1067	Michael Dickman	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1070	C P Jones	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

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					<p>SA2, SA3, SA4, SA6, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1071	W Williamson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1072	R E Cluett	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1073	Ben Williams	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1074	P Hancock	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1074	P Hancock	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1076	Vicki Ann Adkins	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
1077	Neil Adkins	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
1078	M L Wells	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.		
1078	M L Wells	NA	NA	DS10	Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.

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1079	K H Wells	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1079	K H Wells	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1081	Jean L Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services. Site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration. Increased traffic will cause traffic congestion, affect air quality and impact walking and cycling safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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1081	Jean L Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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1081	Jean L Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Site will result in additional traffic through Dunchurch and through surrounding villages; the site will impact air quality and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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1081	Jean L Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
1082	Richard Clews	NA	NA	DS10	<p>The development is not keeping in with the Surrounding area. Whole character of Kilsby/Barby/Grandborough/Braunston is changing. There must be brown field or low grade agricultural sites that can be used in preference.</p>		<p>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. 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1083	Jeremy Stocker	NA	NA	DS10	<p>Council is planning for a gross over-supply of housing sites. Though it is prudent to plan on some sites not being fully developed, it is also true that actual demand (as opposed to forecast demand) will dictate the rate of completions where planning consent already exists. The Lodge Farm site is simply not required. Unmet need from Coventry was proposed to be met to the west of the Borough this was dropped for Lodge Farm which will increase traffic. Lodge Farm located in the Leam Valley and will impact on flooding on surrounding settlements. Great Crested Newts present in Leam Valley survey required. STA does not cover south of the Borough and Daventry therefore no mitigations in place bar two roundabouts which will increase congestion. Settlement is on productive agricultural land remote from services. Allocation of the site is counter to its own development strategy and national policy. Remote from employment and facilities with the public transport improvements not contained in the IDP. Sets out SA1-18 why the SA objectives will not be met or be degraded. Sets out nappy para that the proposal does not meet</p>		<p>The housing target is not a minimum because it is based on need. . The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1083	Jeremy Stocker	NA	NA	DS10	<p>Council is planning for a gross over-supply of housing sites. Though it is prudent to plan on some sites not being fully developed, it is also true that actual demand (as opposed to forecast demand) will dictate the rate of completions where planning consent already exists. The Lodge Farm site is simply not required. Unmet need from Coventry was proposed to be met to the west of the Borough this was dropped for Lodge Farm which will increase traffic. Lodge Farm located in the Leam Valley and will impact on flooding on surrounding settlements. Great Crested Newts present in Leam Valley survey does not cover south of the Borough and Daventry therefore no mitigations in place bar two roundabouts which will increase congestion. Settlement is on productive agricultural land remote from services. Allocation of the site is counter to its own development strategy and national policy. Remote from employment and facilities with the public transport improvements not contained in the IDP. Sets out SA1-18 why the SA objectives will not be met or be degraded. Sets out nappy para that the proposal does not meet</p>		<p>The housing target is not a minimum because it is based on need. . The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. The Local Plan is supported by a Flood Risk Assessment and the site is located in flood zone 1. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. The Local Plan has been informed by the HBA and further ecological surveys will be required at the application stage to accord with the policies contained within the Plan. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>

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1083	Jeremy Wright MP	Member of Parliament for Kenilworth and Southam	NA	DS10	<p>Requests consultation period to be extended as the inclusion of Lodge Farm is a significant change over the original plan consulted on, local people feel there have been given insufficient time to comment and given the substantial amount of documentation the statutory 6 week consultation period is insufficient (representation dated prior to further consultation). Concern about the proposal for Lodge Farm, with 1,700 signatures and 1,000 letters of objection at the time of writing, the scale of the development would affect the rural character of the area, concern about the sustainability of the location, flood risk, poor local services and infrastructure, road safety concerns around the A45, no secondary school and GP provision and poor access to Rugby Town Centre and Railway Station. The proposed development would generate significant vehicle movements to access services, further exacerbating Dunchurch's existing congestion issues and making Willoughby and Grandborough 'rat runs'. WCCH need to undertake a full assessment before the idea is advanced any further.</p>	DS10 should be removed	<p>Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. The STA June 2017 updated the September 2016</p>

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							<p>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, which are contained within the modification IDP. All relevant service providers have 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. 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.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1083	D Edie	NA	NA	DS10	Infrastructure does not exist to cope with a proposed settlement of this size (and proposed sustainability plans do not alleviate this concern. The junction in Dunchurch already suffers from traffic and poor air conditions which is only going to deteriorate further with the creation of this "village". The increased traffic flowing out of the villages towards Leamington will also have a detrimental effect on existing residents quality of life.		The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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.
1086	Gail Levitt	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being

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					<p>flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1086	Gail Levitt	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1086	Gail Levitt	NA	NA	DS10	<p>which is already an AQMA.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1087	O M Palmer	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1107	Nadine Verdonck	NA	NA	DS10	DS10 will put Grandborough at risk of flooding, River Leam unable to absorb existing rainwater, A45 suffers from flooding, more suitable locations for housing should be found, money should be made available to protect villages from flooding, countries such as Holland are increasing their flood plains to protect their citizens in reaction to climate change,		modification IDP. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
1111	Michael O'Neill	NA	NA	DS10	Concerns in relation to the impartiality of the consultants, population forecasts and a lack of details as to why Rugby should take some of Coventry's allocation. The infrastructure plan lacks detail on health provision and transport estimates. The proposed link road would be inadequate. Congestion and poor air quality at Dunchurch junction would be exacerbated. Greater emphasis should be placed on brownfield sites and delivering the mast site. The Lodge Farm infrastructure plan is inadequate. Rugby has failed in its 'duty of care' obligation with Daventry District Council and Northamptonshire County Council.		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
1134	M Kimberley	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1134	M Kimberley	NA	NA	DS10	<p>which is already an AQMA.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1134	M Kimberley	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1136	Bracken Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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1136	Bracken Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1136	Bracken Thompson	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1137	Emma Austin	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

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					SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
1138	Catherine Johnson	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their

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					<p>scorings for SA2, SA3, SA8 , SA12 and SA14 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Site will result in additional traffic through Dunchurch and through surrounding villages; the site will impact air quality; site will impact walking and cycling and safety. Site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost; site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost.</p>		<p>scorings is required. The site is considered capable of meeting its policy requirements.</p>
1138	Gavin Callard	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA</p>

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					<p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1139	John M Lee	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing</p>

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					<p>strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1141	Ernie Johnson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space. Leisure and cultural facilities impacting on congestion and air quality; additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1142	Diane Gelsthorpe Hall	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1142	Diane Gelsthorpe Hall	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1147	T Evans	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1148	Susan Hume	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1148	Susan Hume	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1148	Susan Hume	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1149	Dan Rash	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1149	Dan Rash	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1149	Dan Rash	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1150	J R Whitehead	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
1151	Derek Whitehead	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1152	Dennis Edwin Neville	NA	NA	DS10	Further burden on rural facilities, through increased traffic, limited GP and school places, already stretched services such as policing and fire and a negative impact on the entrance and exit of the A45, further delays in Ambulance and Fire response times due to increased traffic The number of affordable homes will create an exclusive area and is remote from business and social opportunities. Will increase the need to use private vehicles, bus service is non-existent.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.

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1154	S B Hobson	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1155	E Basson	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1158	Ben Vessey	NA	NA	DS10	<p>It will ruin the village and will cause a major flood.</p>		<p>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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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1166	Jeremy Wright MP	NA	NA	DS10	<p>Recognise the urgent need for local plan to be in place to avoid the Borough being susceptible to speculative planning applications and piecemeal development. However concerned about proposal to build 1,500 homes in open countryside which would change dramatically the area around Grandborough and Willoughby from an extremely rural environment. Concerned about the sustainability of the area as a site for major development regarding flooding, availability of local services, and lack of infrastructure including high speed broadband. Also a need for secondary school places as this area is on edge of catchment area for Rugby's secondary schools. No mention of primary healthcare and site is also poorly located for access to Rugby town centre and railway station. There will be considerable increases in traffic movements in the area and residents likely to access Rugby via Dunchurch which has considerable problems with traffic congestion. Justified concerns about safety of the A45 in the vicinity of Willoughby and a fear that local villages will suffer from roads through these being used as rat runs to Leamington and further afield. Expect WCC to carry out full review of traffic impacts on this site in local</p>	<p>Do not believe the Lodge Farm site is a viable site for inclusion in local plan and should be removed</p>	<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					area.		<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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</p>

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							has incorporated updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
1169	Jane Redfern	NA	NA	DS10	Brownfield sites should be developed first- Lodge Farm is greenfield; national policy emphasises conservation and pollution reduction; historic Dunchurch risks being swamped by surrounding development; existing issues of congestion and air pollution which exceeds EU limits, which further development will exacerbate; concerns about supporting infrastructure such as schooling and healthcare; process not transparent as evidence developed by consultants and stakeholders not for the taxpayers; recognise need for further housing but not on this scale; risk of urban sprawl.		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from

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							<p>Daventry DC or Northampton CC. 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, which are contained within the modification IDP. All relevant service providers have 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.</p>
1178	Brenda Quinn	NA	NA	DS10	<p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP</p>
1178	Brenda Quinn	NA	NA	DS10	<p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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					<p>used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP</p>

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1185	Patricia Lee	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Increased flooding. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA3 with the reasoning covering the</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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					<p>following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA17 with the reasoning covering the following: site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site cause a major impact on the existing characteristics and reduce agricultural land.</p>		
1186	Warren Browning	NA	NA	DS10	<p>Lodge Farm a vanity project; location only chosen due to switch from Walsgrave in order to attract government funding as a 'garden village'; Walsgrave site enjoyed close proximity to services in Coventry .e.g. Walsgrave Hospital yet in contrast Lodge Farm is proposed for isolated agricultural land (agricultural land is especially valuable Post-Brexit); Lodge Farm is opposite a prison thus potentially facilitating security risks; Lodge Farm is not as close to employment as Walsgrave and would involve residents commuting to employment; central government funding should not be used when illogical sites are proposed;</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.</p>

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1188	David Kilby	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1190	Jill Chambers	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

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					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1190	Jill Chambers	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1190	Jill Chambers	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1192	Stephanie Edie	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1210	Rachael Kilby	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1128	M Reynolds	NA	NA	DS10	<p>This proposal does not propose any cultural or leisure opportunities. Transport links are not supported in the Local Plan, access will be by private car increasing traffic. A proposal for a GP surgery is not supported and no provision for commercial development. There are nearer developments and the building of Lodge Farm will spoil the beautiful area.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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.</p>

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1231	Amanda Miers	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1232	Christopher Ross	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1236	Simon Chambers	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

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					SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
1239	Susan Sutton	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1242	Jane Ashmore and Tom Comerford	NA	NA	DS10	<p>Existing congestion and air pollution in Dunchurch with ability to smell pollution from cars within garden therefore representing a health risk; pollution in Dunchurch already exceeds regulations, road safety implications of additional traffic; DS10 contravenes NPPF Paragraphs 30 (reducing congestion), 124 (air quality) and 30, 34, 37 and 95</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which</p>

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					(excessive car journeys)		<p>assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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1245	Cllr Leigh Hunt	NA	NA	DS10	<p>This policy provides for development in the wrong location. Given that Rugby's housing numbers have been inflated to allow for Coventry residents, it seems perverse that most housing allocations are as far from Coventry as is possible to be. Lodge Farm is not a sustainable location. Highly unlikely that residents from SW Rugby will travel through Rugby centre then out on congested Leicester Rd to reach employment sites, shopping and leisure facilities, train station, college or M6. More likely to access A45 then travel through Barby and Hillmorton down the A428, then be funnelled through Clifton to the A426. Traffic trying to reach town centre from Lodge Farm will travel through Dunchurch which already suffers from pollution and congestion.</p>	<p>Site should be removed from the local plan and Walsgrave site should be reinstated</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP. 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.
1246	Cllr Howard Roberts	Independent Group	NA	DS10	NPPF states that development should be accompanied by infrastructure to make it acceptable. To achieve this infrastructure will not be viable unless there is no affordable housing or very high density, will also lead to a very isolated community. Oppose siting of housing in open countryside in scales of this magnitude.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
1247	Cllr Crane	NA	NA	DS10	Serious concerns around whether Policy DS10 is sustainable and deliverable on the grounds set out below. In addition, the site has been allocated with a lack of public consultation and involvement which is contrary to the garden village principles STA - does not fully assess the impact of Lodge Farm,	It is requested that Lodge Farm (policy DS10) be removed from the Local Plan. If, subject to provision of evidence to justify the OAN figures, a further 1,500 homes are required to be allocated	Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>STA based out on an out of date model not recognising Toll Bar island and Leicester road developments, does not cover journeys to the south of Rugby where DS10 is located meaning journeys to Daventry, Leamington and Southam through local villages, M1, A5, M6 and M40 have not been assessed by the model, the full impact of the proposed development cannot be known as it is highly likely that local villages such as Grandborough, Willoughby, Flecked (and others) would be used as “rat runs” by traffic from Lodge Farm. The STA highlights that increasing traffic at Dunchurch cross roads is highly undesirable and recommends that development at Lodge Farm should not take place until the South West Spine Road has been completed (2026-2031). Even with the spine road in place the STA concludes additional highway mitigations are required in the PM. Dunchurch crossroads is already functioning at capacity and there are minimal adjustments which can be made to the existing junction due to constraints of listed buildings and monuments so it is not clear what, if any effect, such additional highway mitigation measures could realistically achieve. In addition, the Dunchurch cross roads are in an Air Quality Management Area where the</p>	<p>in the plan period then the site known as “land south of Walsgrave Hill Farm” (included at page 20 of the December 2015 Preferred Option Draft Local Plan) should be reinstated to the Local Plan to replace DS10. The site for 1,500 houses on the Coventry Urban Edge “Land South of Walsgrave Hill Farm” which was proposed in the previous draft Local Plan, whilst situated on greenbelt land, was justified for inclusion on the basis that it met the unmet housing need of Coventry City. In addition, the Walsgrave site offers a more sustainable alternative than DS10 (Lodge Farm) as it is close to existing infrastructure (M6, A46 and key employment sites) and also to Coventry City itself and to Coventry hospital. The Walsgrave site was removed from this latest draft of the local plan by Rugby Borough</p>	<p>the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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					<p>NO2 limits have consistently been in breach of air quality limits. As well as causing further breaches of air quality regulations, development which would cause a rise in emissions would also be in breach of the NPPF (paragraph 30). The A45 (which is where the Lodge Farm site is proposed to access onto) is a dangerous stretch of road where, in spite of the implementation of 50mph speed limits, there have been numerous accidents over the years. Siting a large development such as Lodge Farm and allowing thousands more cars onto the A45 gives rise to significant concerns around safety.</p>	<p>Council on the basis that the Lodge Farm site came forward and that Lodge Farm offers a suitable, available and achievable option. However, those assumptions are questioned as set out above on the basis that Lodge Farm is not sustainable and not deliverable and insufficient evidence has been provided to justify its inclusion. It should also be noted that of the 284 responses to the public consultation on the December 2015 Local Plan Preferred Options (which closed in February 2016), there were only 9 objections to the inclusion of the Walsgrave site, balanced against 9 responses in support of the Walsgrave site (including Coventry City Council and the Coventry and Warwickshire Chamber of Commerce). This was in contrast to over 80</p>	

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						<p>responses objecting to the plans for 5,000 houses to the South West of Rugby (policies DS8 and DS9). The significant levels of public opposition to Lodge Farm (a petition of 1,667 petitions has been submitted and a significant number of objections as part of the current public consultation process) need to be balanced against the minimal objections made to the Walsgrave site and the fact that it is next to Coventry's urban boundary and therefore a far more sustainable location for siting housing which will satisfy Coventry's unmet housing need and in accordance with the Memorandum of Understanding</p>	
1321	Paul Blundell	NA	NA	DS10	Lodge Farm should be removed from the plan and the consultation period extended.	The consultation period should be extended to allow more evidence to be gathered	Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy.

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1329	Anthony Cleaver	NA	NA	DS10	The proposed development site is contrary to NPPF Paragraph 112 as it is needlessly allocating agricultural land. The proposal does not take into account local infrastructure: schooling, emergency services, alleviating traffic congestion- especially on a high risk crash route (A45 East), noise and air pollution around Dunchurch, pedestrian and cycle safety	Remove DS10	No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. The Local Plan has been informed by service providers and Warwickshire CC highways with details of the requirements contained within the modified IDP following further information provided by the services.
1330	Anna Ganley	NA	NA	DS10	The proposed development site is contrary to NPPF Paragraph 112 as it is needlessly allocating agricultural land. The proposal does not take into account local infrastructure: schooling, emergency services, alleviating traffic congestion- especially on a high risk crash route (A45 East), noise and air pollution around Dunchurch, pedestrian and cycle safety.	Remove DS10	No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which

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							<p>assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement containing a number of services, it will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan .WCC Highways have not stated that the site should not be developed as a result of it being of a high crash route. The STA update demonstrates that traffic flows at Dunchurch crossroads will be reduced as a result of the strategic mitigations identified within the IDP. Policy DS10 will require the onsite cycle links to join up with existing off site cycle networks to ensure longer distance connections are provided. Any proposals for the site will need to comply with Policy HS5 which states any development that results in significant negative impacts on health and wellbeing of people in the area as a result of pollution, noise or vibration caused by traffic generation will not be permitted unless effective mitigation can be achieved.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1331	Christine Cooper	NA	NA	DS10	DS10 conflicts with NPPF Paragraph 112.	Remove DS10	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.
1332	Cllr Catherine Lomax (Barby and Kilsby Ward Councillor)	Daventry District Council		DS10	There has been a failure to consider the highways impact of Lodge Farm on the minor roads and villages of Northamptonshire. The formerly proposed site at Walsgrave would better provide for Coventry's needs. Loss of open countryside isn't justified. The site also has flooding issues. Lodge Farm has no connectivity with Rugby Borough and is not sustainable due to its location, lack of employment opportunities and traffic problems on A45 and minor roads.	Re-instating the formerly proposed site at Walsgrave Hill Farm	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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.

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1333	Clara Robson	NA	NA	DS10	Lodge Farm is not within the green belt; with land available at Lodge Farm, the 'very special circumstances' for green belt release cannot be demonstrated in relation to the former proposal for Walsgrave Hill Farm. Any development to the West of Rugby risks Coventry and Rugby coalescing		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,

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							junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
1334	Christine Sanderson	NA	NA	DS10	The proposal is insufficient to satisfy government criteria on village development. The two bus stops referenced in relation to transport are insufficient to meet projected future need. The proposed development is unlikely to provide affordable housing and the development would add to traffic congestion between Dunchurch and Daventry.		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. The STA

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							<p>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, which are contained within the modification IDP.</p>
1335	Carol Kavanagh	NA	NA	DS10	<p>The proposed development site is contrary to NPPF Paragraph 112 as it is needlessly allocating agricultural land. The proposal does not take into account local infrastructure: schooling, emergency services, alleviating traffic congestion- especially on a high risk crash route (A45 East), noise and air pollution around Dunchurch, pedestrian and cycle safety.</p>		<p>All relevant service providers have 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.</p>

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1336	Chris King	NA	NA	DS10	<p>Proposal is not "positively prepared" as is in breach of Strategic Aim 14 of the sustainability assessment: "promote a sustainable and accessible transport network". There is no local employment so potential future residents commute by car. This would have an adverse impact on CO2 emissions, NOX emissions (air quality) and traffic congestion. The addition of approximately 2,655 cars would increase congestion along a high risk crash route. The proposal breaches NPPF paragraphs: 30 (greenhouse emissions), 30, 34, 37 and 95 (excessive car journeys) and 120, 124 (air pollution). The Strategic Transport Assessment is invalid as it fails to assess traffic going East, when Rugby Boroughs largest commuting flows are to Harborough and Daventry Districts. Proposal breaches NPPF paragraph 94 (flooding) as the site is enclosed by land in Flood zone 3. The proposed development would have detrimental impacts on character and landscape which is unjustified given the alternative at Walsgrave. Due process has not been followed owing to how the STA data is incorrect.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1337	Claire King	NA	NA	DS10	No promotion of sustainable transport such as walking and cycling.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
1338	Daniel Courtneil-McNeil age	NA	NA	DS10	The proposed development site is contrary to NPPF Paragraph 112 as it is needlessly allocating agricultural land. The proposal does not take into account local infrastructure: schooling, emergency services, alleviating traffic congestion- especially on a high risk crash route (A45 East), noise and air pollution around Dunchurch, pedestrian and cycle safety.	Remove DS10	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. All relevant service providers have 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.

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1339	David Goodwin	NA	NA	DS10	Breach of following NPPF paragraphs: 30 (traffic congestion)- increased congestion at Dun Cow junction. 30, 34, 37 and 95 (avoiding excessive traffic congestion,) What bus route will the development be served by and where would jobs be located to avoid workers commuting by car. 120 and 124 (avoiding pollution from cars) an additional 1,5000 cars would affect the Dun Cow junction and the health of the children that use it twice a day. 30, 34 and 37 (schools in the wrong place) there is no proposed secondary school. 114-119 (threats to wildlife). 112 loss of (agricultural land). 93-104 (threat of flooding). Details of any Councillors interests in the land should be revealed.	Remove DS10 in favour of Walsgrave Hill Farm	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
1340	Eva Goodwin (Chair of Governors)	Dunchurch Infant School and Nursery	NA	DS10	Object to the Lodge Farm proposal on the basis that it contravenes NPPF Paragraphs: 30 (traffic congestion): Increased traffic at the Dunchurch crossroads, 30, 34, 37 and 95 (avoiding excessive car journeys) residents would be commuting by car, 120 and 124 (avoid pollution caused by cars) A minimum of 1,5000 cars represent a	Use an alternative site with adequate infrastructure and roads- Walsgrave	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 measures contained within the IDP and DS9 informed by the

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					<p>public health hazard, 52 (garden village proposed without community support) the local Councillor Cllr Roberts opposes the development, 30,34 and 27 (schools in the wrong place) no new secondary school proposed and existing schools over-subscribed, 93-104 (threat of flooding) Lodge Farm would be at risk of flooding. Removing the Walsgrave site because it is in the green belt but allocating Lodge Farm creates an unsustainable site in the open countryside. Any Planning Committees interest in the land at Lodge Farm should be declared.</p>		<p>STA mitigate the impacts of the SW Rugby allocation. 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. All relevant service providers have 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. No change recommended.</p>

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1341	Elaine James	NA	NA	DS10	DS10 contradicts NPPF paragraph 112 and is unsustainable. No provision provided for schooling, emergency services, highways provision through Dunchurch, increased traffic on a high risk crash route, increased noise and air pollution,	Remove DS10	All relevant service providers have 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.
1342	Elizabeth & Clive Woolf	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.

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					adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
1343	Felix Bradshaw	NA	NA	DS10	DS10 contradicts NPPF paragraph 112 and is unsustainable. No provision provided for schooling, emergency services, highways provision through Dunchurch, increased traffic on a high risk crash route, increased noise and air pollution, there is a pedestrian safety risk from vehicles using roads as 'rat runs'		All relevant service providers have 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.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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.

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1344	Gabrielle Cooper	NA	NA	DS10	<p>Lodge Farm has no infrastructure, existing roads are dangerous, air pollution will increase (which is already above safe levels- contravening NPPF paragraphs 120, 124), NPPF paragraph 30- existing congestion within Dunchurch; NPPF paragraphs 30, 34, 37, 75, 95- no local facilities. Few amenities in Rugby so residents shop in Leamington and Birmingham; NPPF 17, 58- Dunchurch will lose its identity as a village; NPPF paragraph 23- tourists are attracted to Dunchurch due to its historical significance which will be lost when Dunchurch becomes a suburb of Rugby; NPPF paragraph 24- there are existing flood issues which will be exacerbated; NPPF paragraph 25- existing traffic noise is stressful for residents, for example emergency services sirens (emergency services vehicles will find it harder to navigate the increased traffic),</p>	<p>Revert to the original plan to develop the Walsgrave Hill Farm site as it is close to existing infrastructure and road links</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. All relevant service providers have 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.</p>

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1345	Gemma Draper-Black	NA	NA	DS10	Lodge Farm contravenes NPPF paragraph 112 as it is proposing to develop agricultural land, it is unsustainable as there is no provision for: schooling, emergency services, highways provision for increased traffic on a high risk crash route, increased noise and air pollution,	Remove Policy DS10	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. All relevant service providers have 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.

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1346	Gary Rigby	NA	NA	DS10	<p>The A45 from Dunchurch to Daventry is one of the most dangerous roads in the district. The Braunstone turn, Willoughby Main Street junction and junction from Long Down Lane are dangerous. Dunchurch is heavily congested and the A45 should be made into a dual carriageway to enable this development to go ahead. This proposed development could put lives at risk.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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).</p>

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1347	Helen Gill	NA	NA	DS10	Lodge Farm contravenes NPPF paragraph 112 as it is proposing to develop agricultural land, it is unsustainable as there is no provision for: schooling, emergency services, highways provision for increased traffic on a high risk crash route, increased noise and air pollution,	Remove Policy DS10	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. All relevant service providers have 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.
1348	Hollie Wilson	NA	NA	DS10	Objection to the proposed housing allocation at Lodge Farm as the plans are seriously flawed and the infrastructure around Dunchurch would be unable to cope.		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio

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							<p>of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP</p>
1349	Ian Webb	NA	NA	DS10	<p>Lodge Farm is an unsustainable location with little public transport so residents would be reliant on cars. The site is remote and has no relationship to Coventry or Rugby. Owing to the flat nature of the site the landscape impact would be significant. The site could be subject to further expansion in contrast to the Walsgrave Hill Farm site which is well defined with Coventry on one side, Ansty on the other and Coombe Abbey to the South. RBC will only be compliant with the Memorandum of Understanding by removing Lodge Farm and reinstating Walsgrave Hill</p>	<p>Remove the proposal for Lodge Farm and re-instate the former proposal for Walsgrave Hill Farm or another suitable replacement closer to Coventry. If not, the evidence base should be revised with the following provided: conclusive transport assessment, ecological information, landscaping information, utilities assessment,</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the</p>

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					Farm.	archaeology/heritage assessment, no agricultural land classification report, flood risk assessment, lack of masterplan	housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.

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1350	Joan and Anthony Leach	NA	NA	DS10	There are insufficient facilities to support the size of the proposed development and there is insufficient infrastructure provision proposed. Proposed housing allocations should be reviewed in relation to Brexit.	A smaller housing allocation should be considered.	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,

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							<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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1352	Josie Twinning-Stroud	NA	NA	DS10	The Lodge Farm Sustainability Assessment lacks evidence and was written after the decision to allocate Lodge Farm as made yet the NPPF requires the evidence base to be available as part of the decision making process- which raises the issue of whether the evidence was made to fit the decision especially wish the following information from the evidence base missing: Ecology, highways/transport assessment, utilities assessment, landscape assessment, archaeology and heritage, site investigation information, agricultural land classification report, flood risk assessment, masterplan/development framework	Consider alternative sites	The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA. All relevant service providers have 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.
1353	Julian Woolley	NA	NA	DS10	Lodge Farm is overspill from Coventry, in the wrong location, no mitigation to manage increased traffic on road network, NPPF prioritises brownfield land, which is supported by DS3 and GP2 settlement hierarchy	Remove DS10 and focus on delivering mast site	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan

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							<p>period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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1354	Jacob Harris	NA	NA	DS10	DS10 is unsound as the development is located in greenbelt, roads through Flecked, Willoughby and Grandborough are unsuitable for additional traffic and additional damage to roads and verges will occur,	Locate the development in a non-green-belt location and focus development on Hillmorton where residents have good access to rail links	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,

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							junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
1355	Julie Hinds	NA	NA	DS10	DS10 is inconsistent with national policy, in particular NPPF paragraph 30 (reducing traffic congestion) and paragraph 124 (air quality)	DS10 should be removed	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. The STA

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							<p>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, which are contained within the modification IDP.</p>
1355	Julie Hinds	NA	NA	DS10	<p>DS10 is unjustified as brownfield sites should be considered before open countryside</p>	<p>DS10 should be removed</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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1356	Joanne Ross	NA	NA	DS10	The proposal adds a further burden on local services (traffic, schooling, GP, hospital, policing and fire). No benefit for employment opportunities, affordable housing or encouraging the regeneration of Rugby Town centre- future residents would find Coventry or Daventry more accessible.	DS10 should be removed	All relevant service providers have 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.
1357	John Whittaker	NA	NA	DS10	Lodge Farm would irreversibly change the character of the area. The site is green belt, prime agricultural land, prone to flooding, there are too many vacant units in Rugby town centre for a new urban centre to be sustained- every aspect of Lodge Farms Residents lives would involve travel- social, economic, education, health. Lodge Farm is ill conceived due to its size, location and is out of character with historic rural locations.	Expand the radio mast site and re-consider Walsgrave Hill Farm	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the

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							Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
1358	Keith Addison	NA	NA	DS10	Local housing needs grossly exaggerated. Existing approvals already exceed local housing need for the foreseeable future. Developers should focus on delivering existing sites rather than seeking to sustain high house prices through keeping land banks and slow delivery. The plan is poorly prepared, promotes unsustainable development, inadequate infrastructure, education and healthcare provision allocated and inadequate protection of the countryside. Developing Lodge Farm in lieu of brownfield land in Coventry is 'morally bankrupt'; the proposal for the South West undermines Dunchurch's status as a village separate from the Rugby Urban Area	Abolish Lodge Farm and refuse to make up for Coventry's under-provision- request Coventry City Council cover an under-provision in Rugby and reduce the overall housing numbers- especially for the South West- so Dunchurch remains a village.	The housing target is not a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. All relevant service providers have 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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan

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							<p>period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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1359	Katie Harris	NA	NA	DS10	<p>Lodge Farm would be unsustainable existing lack of social facilities in the area caused by a growing population but no compensating growth in facilities- which more housing would exacerbate. Existing traffic problems along Dunchurch to the A45 would be exacerbated and there is poor public transport, pedestrian and cycling provision whilst the A45 is a high risk crash route. The proposed development would threaten Biodiversity.</p>		<p>All relevant service providers have 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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>

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1360	Kady Middleton	NA	NA	DS10	<p>Respondent was the victim of a road traffic accident on January 26th 2015. The respondent and her boyfriend were walking along hit by a vehicle, suffering life-changing injuries. All the occupants of Lodge Farm will need a car to access services and employment, the dangers cyclists and pedestrians already face would be exacerbated by an additional 3,000 vehicles and even if public transport is provided, the timetable is unlikely to be sufficient to enable commuting. From staying Walsgrave Hospital after the accident it became apparent that many staff live a considerable distance from the hospital owing to a shortage of housing in that locality- which the Walsgrave Hill Farm would help to ease.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>

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1361	Louis Bronstein	NA	NA	DS10	<p>Respondent was the victim of a road traffic accident on January 26th 2015 and left with life-changing injuries. The 1,500 homes originally proposed for Walsgrave to meet Coventry's housing need should not be located miles in the open countryside miles from Coventry. Public transport will be insufficient to enable people to commute to employment in neighbouring towns so traffic will cut through Grandborough, increasing the risk to pedestrians, cyclists and agricultural vehicles. Dunchurch GP is under strain as existing, which would be further exacerbated by the development. An adequate traffic assessment has not been undertaken.</p>	Remove DS10	<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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1362	Louise Courtnell-McNeil age	NA	NA	DS10	<p>The proposed development is contrary to NPPF paragraph 30 (loss of agricultural land), the location is unsustainable and it is irresponsible to propose this development without solid plans in place for new schools, health facilities, emergency services, no confirmed road improvements within Dunchurch. There are unacceptable levels of air and noise pollution with Dunchurch already gridlocked. The increased traffic has road safety implications for pedestrians.</p>	Remove DS10	<p>All relevant service providers have 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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1363	Michael Black	NA	NA	DS10	<p>DS10 is contrary to NPPF Paragraph 112 as it is needlessly using agricultural land, unsustainable. No provision for extra schooling, emergency services, highways provision for Dunchurch, increased traffic on a high risk crash route (A45), air and noise pollution, Dunchurch is already gridlocked which would be exacerbated and there would be an increased risk to pedestrian safety</p>	Remove DS10	<p>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. All relevant service providers have 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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.</p>

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1364	Matt Bullen	NA	NA	DS10	The plan is ill-considered, 'rushed through', contradicts historical development strategy- the "Dunchurch gap"- and is based on erroneous housing need assessment, Lodge Farm does not constitute low carbon development, does not provide affordable housing, insufficient time to respond,	Remove DS10, reinstate Walsgrave Hill Farm, reappraise development at Dunchurch and commission a traffic analysis	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. Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy.
1365	Mavis jackson	NA	NA	DS10	Traffic congestion along the A45 and at Dunchurch crossroads makes reaching St Cross Hospital difficult, Dunchurch suffers from high levels of air pollution, the Dunchurch statue is under threat from wider housing development, congestion and recent alterations to the gyratory system make accessing the town centre difficult- which additional traffic will exacerbate further undermining the town centre, housing figures should be re-assessed in the wake of Brexit		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

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1366	Mia Jackson	NA	NA	DS10	The Lodge Farm development would undermine the countryside, there is insufficient infrastructure- namely schools and hospitals- to support the increased population,	The local plan should be rejected	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. All relevant service providers have 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.
1367	Mr and Mrs Dahmash	NA	NA	DS10	Formally requests that Rainsbrook Valley and the countryside in the vicinity be protected from development. RBC Planning Committee rejected a Planning Application to build 107 dwellings on Walden's Farm, Barby Lane as the proposal was contrary to local and national policy, unsustainable and to preserve local natural beauty. The Local Plan should provide protection from speculative development, as recognised by Councillors and local residents.		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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. No change required

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1368	Nicola Bradshaw	NA	NA	DS10	DS10 is contrary to NPPF Paragraph 112 as it is needlessly using agricultural land, unsustainable. No provision for extra schooling, emergency services, highways provision for Dunchurch, increased traffic on a high risk crash route (A45), air and noise pollution, Dunchurch is already gridlocked which would be exacerbated and there would be an increased risk to pedestrian safety	Remove DS10	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. All relevant service providers have 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. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

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1370	Patricia Cotton	NA	NA	DS10	<p>The housing allocation is higher than Rugby's needs. Consultants GL Hearn's forecast methodology is confidential thus cannot be tested nor relied upon. The forecasting was completed prior to the vote to leave the European Union, therefore the rejections could be outdated if immigration falls or if economic growth slows. Warwickshire County Council Highways modelling shows an extra 12,000 houses could be sustained but with 22,000 houses the town would grind to a halt. DS10- is unsound because the formerly proposed Walsgrave site is suitable, sustainable and deliverable. Grandborough Parish Councils surveyed residents with 87% opposing DS10. The current process should be suspended until the Rugby mast site has been built out then housing need assessed afterwards.</p>	<p>Relocate DS10 back to the Walsgrave site where the housing is in demand, near the Rolls Royce site for employment and provide affordable homes for Doctors, Nurses and young people</p>	<p>The housing target is not a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. No further action required.</p>

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1371	Patricia Hunt	NA	NA	DS10	Lodge Farm contravenes NPPF paragraph 52 (proposed without community support), 93-104 (threat of flooding), Rugby schools and GPs are over-subscribed,	Walsgrave site is more sustainable with a hospital nearby, employment with nearby industrial estates and therefore less reliance on cars	DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. All relevant service providers have 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.No change recommended.
1372	Quentin Huggett	NA	NA	DS10	The proposed development at Lodge Farm is inappropriate as it does not take into account the full impact to the environment, transport network, or supporting the development of the town centre. The transport document modelling ends on the boundary of Lodge Farm which is inappropriate. Does not consider new housing at Long Itching ton and new marina.	Remove DS10	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the

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							<p>housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
1373	Robert Cooper	NA	NA	DS10	DS10 conflicts with NPPF paragraph 112 as it needlessly proposes building on agricultural land	Remove DS10	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.

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1374	Roy KilCullen	NA	NA	DS10	<p>Lodge Farm is neither justified nor necessary and contravenes RBCs own policies. Building in the countryside should be the last resort; existing road infrastructure is 'bottlenecked' with traffic increasing exponentially (3-5,000 cars) in Grandborough, Willoughby, Barby, Flecked and Braunstone. The site is a flood plain, contradicting RBCs own policy: "Planning permission will not be granted for development which would prejudice land that is demonstrated as required for flood risk management". Dunchurch already exceeds air quality standards, which will only worsen thus creating public health concerns. If Lodge Farm were to be built it could lead to infill development bringing the potential for coalescence with the Rugby Urban Area</p>	Lodge Farm should be removed	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>
1375	Robert Martin	NA	NA	DS10	<p>There is sufficient land within Coventry to accept the additional 2,800 dwellings Rugby has agreed too. Without these extra dwellings the need to bring forward extra sites is greatly reduced. Most residential development in recent years has been to the North of Rugby yet nearly all the secondary schools are to the South of the town centre-creating extra traffic and pinch points through the town centre, Leicester Road, Avon Mill and Newbold Road, resulting in poor air quality. Similarly major retail sites within the town centre and the Leicester Road mean residents in the South of the town driving to the North. The proposed development at Lodge Farm will exacerbate this especially at Dunchurch crossroads. The development is "dependent on</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help</p>

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					<p>sufficient capacity being available within the existing infrastructure" yet Ashlawn Road and Dunchurch road struggle to cope with traffic yet alone being able to cope with further traffic. The WCC Transport Assessment concludes a Southern distributor road be provided but have been unable to find reference to this road in the documents. Railway bridges at Newbold Road and Mill Road are significant constraints on road enhancement as is the gyratory system.</p>		<p>maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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1376	Rob Ganley	NA	NA	DS10	<p>The proposed development is contrary to NPPF paragraph 30 (loss of agricultural land), the location is unsustainable and it is irresponsible to propose this development without solid plans in place for new schools, health facilities, emergency services, no confirmed road improvements within Dunchurch. There are unacceptable levels of air and noise pollution with Dunchurch already gridlocked. The increased traffic has road safety implications for pedestrians.</p>		<p>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. All relevant service providers have 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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1377	Rebecca KilCullen	NA	NA	DS10	Residential development in the countryside should not be considered. The site is a flood plain, contradicting RBC policy on not developing such sites. Dunchurch already fails to meet air quality standards. Rugby only needs 9,600 houses to sustain its growth over the next 20 years but the draft plan identifies 13,600.	13,6000 homes are not needed- only 9,600 are	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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. The housing target is not a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No alteration is required.
1378	Richard Allanach	NA	NA	DS10	DS10 contravenes NPPF Paragraph 37 as school pupils will have to travel for secondary education- taking them through the Dunchurch crossroads which the Publication Draft states is already operating at capacity.	Remove Policy DS10	The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

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1379	Steve Edgar	NA	NA	DS10	The housing numbers proposed are not required, having been forced on Rugby by central government. The scale of the development should be reduced and more consideration given to the effect on the landscape and quality of life in Rugby. Lodge Farm should not be pursued as the landscape should be preserved for future generations. No objection to the development at the Radio Station Mast Site and Gateway sites and despite its local impact can see the logic behind the infill between Cawston and Dunchurch.	Remove Policy DS10	The housing target is not a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No alteration is required. 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.
1380	Sonia Jandu	NA	NA	DS10	Dunchurch Junior School is over-subscribed so respondents two children are being educated in Binley Woods, congestion on the Rugby Road in Dunchurch needs to be monitored, Doctors surgery is over-subscribed, other boroughs in Warwickshire should be developed	Remove Policy DS10	All relevant service providers have 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

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1381	Thomas Evans	NA	NA	DS10	Housing provision for Rugby should be built alongside the towns urban area rather than in the open countryside. There is no need for an entirely new village when existing villages such as Onley could be expanded (although wouldn't support that either).	Houses should not be built in the countryside but adjacent to Rugby itself.	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
1382	Tim Marlow	NA	NA	DS10	DS10 is not ecologically sustainable as it would affect bird species afford special protection under Schedule 1 of the Wildlife and Countryside Act 1981.	Withdraw DS10 and alter DS3	No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory.

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1382	Tim Marlow	Rainsbrook Ecology	NA	DS10	<p>DS10 inappropriate for large scale housing development; Local Plan unsustainable on Ecological grounds; DS10 would alter character of the area; infrastructure insufficient; roads over-used with grass verges frequently a quagmire due to traffic pulling over to let other vehicles pass; DS10 will affect the historical character of the area which is home to areas of ridge and furrow which is likely due to the area being at risk of flooding thus determining agricultural use and human settlement- development will exacerbate flood risk; Upper Leam valley of high ecological value- low human population density and archaic nature of the landscape make it a good habitat for wildlife;</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1382	Tim Marlow	NA	NA	DS10	DS10 contravenes NPPF paragraph 109 (minimising the impact on biodiversity). DS10 falls within an area affecting farmland birds (which are a declining species)- as data collected indicates. The proposal lies within a Natural Character Area and would serve as a barrier between different farmland bird populations. The loss of the former Rugby Radio Mast site for wildlife combined with the potential impact of DS10 would prove unsustainable for farmland bird populations	Withdraw DS10 and alter DS3	No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory.
1382	Tim Marlow	NA	NA	DS10	DS10 contravenes NPPF paragraph 109 (minimising the impact on biodiversity). Great Crested Newts, badgers and otters have been recorded by the author within 1-1.5km of the site.	Withdraw DS10 and alter DS3	No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory.

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1382	Tim Marlow	NA	NA	DS10	DS10 contravenes NPPF Paragraph 117 (importance of preserving ecological networks) as the site falls near a nationally significant bird migration corridor (supporting data provided). Birds would be disorientated by light pollution and noise levels.	Withdraw DS10 and alter DS3	No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory.
1382	Tim Marlow	NA	NA	DS10	DS10 is not ecologically sustainable as it would affect bird species afford special protection under Schedule 1 of the Wildlife and Countryside Act 1981.	Withdraw DS10 and alter DS3	No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory.
1382	Tim Marlow	NA	NA	DS10	DS10 contravenes NPPF Paragraph 52 (LPAs must consider establishing a green belt around or adjoining any garden village development). If RBC reject evidence that DS10 is unsound, establishing a green belt between Dunchurch and Northamptonshire would help to		DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.

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1382	Tim Marlow	NA	NA	DS10	<p>mitigate any impacts.</p> <p>DS10 contravenes NPPF paragraph 109 (minimising the impact on biodiversity). DS10 falls within an area affecting farmland birds (which are a declining species)- as data collected indicates. The proposal lies within a Natural Character Area and would serve as a barrier between different farmland bird populations. The loss of the former Rugby Radio Mast site for wildlife combined with the potential impact of DS10 would prove unsustainable for farmland bird populations</p>	Withdraw DS10 and alter DS3	No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory.

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1384	Dr Urszula Szulakowska	NA	NA	DS10	The new proposed village would be to the detriment of local amenities- new medical surgeries would be needed; the roads off the A45 are narrow so 4000 cars using them would create road safety issues for a 10 mile radius and further congestion. There would be environmental impacts in terms of flooding.	Remove Lodge Farm	All relevant service providers have 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. 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.

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1385	William Bostock	NA	NA	DS10	I am aware of the concerns of some from the local community to the draft plan but I believe that lodge farm village is a well suited location for a sympathetic and well planned development. Land is not green belt and if a scheme can be delivered to provide a broad range of quality housing would a great asset to the Rugby area. Rugby, Daventry, Leamington and Coventry are within easy reach for employment opportunities and convenient for public transport and road links. It is better than Walsgrave as that is located in the GB and would require significant road improvements.		Proposed Appendix 3 Infrastructure Delivery Plan has been amended following consideration of this consultation response and the updated Strategic Transport Assessment. DS9 and IDP mod updates ref LP54.46 - LP54.58 - and LP54.120 - LP54.123
1385	William Bostock	NA	NA	DS10	Lodge Farm is a suitable location for development, the site is not green belt, Rugby, Daventry, Leamington and Coventry are within easy reach for employment opportunities, the site is convenient for public transport and road links, Lodge Farm represents a better site than Walsgrave Hill Farm as the Walsgrave site is green belt and would require the road infrastructure to be upgraded.		Comments noted - No changes required
1386	William Draper-Black	NA	NA	DS10	DS10 is contrary to NPPF Paragraph 112 as it is needlessly using agricultural land, unsustainable. No provision for extra schooling, emergency services, highways provision for Dunchurch, increased traffic on a high risk crash route		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. All relevant service providers have been fully engaged in development of the Local

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					(A45), air and noise pollution, Dunchurch is already gridlocked which would be exacerbated and there would be an increased risk to pedestrian safety		<p>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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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).</p>

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1387	Warren Jacklyn	NA	NA	DS10	DS10 is contrary to NPPF Paragraph 112 as it is needlessly using agricultural land, unsustainable. No provision for extra schooling, emergency services, highways provision for Dunchurch, increased traffic on a high risk crash route (A45), air and noise pollution, Dunchurch is already gridlocked which would be exacerbated and there would be an increased risk to pedestrian safety		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. All relevant service providers have 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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
1395	Lindsay Foster	Dunchurch Parish Council	NA	DS10	Letter received along with large number of questionnaires (30) completed by residents of Dunchurch.		Comments noted - No changes required

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1395	Lindsay Foster	Dunchurch Parish Council	NA	DS10	Main concerns for residents are the levels of pollution within Dunchurch which are already at dangerously high and illegal level without adding additional heavy lorry traffic created during construction and the additional traffic that will be generated once the properties are occupied.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
1395	Lindsay Foster	Dunchurch Parish Council	NA	DS10	Amount of traffic travelling through Dunchurch is also a concern as the Dun Cow junction is already operating over capacity with traffic regularly queuing at peak times on Rugby Road back to Cock Robin Island and on Southam Road beyond Toft Hill. Any additional traffic is not an acceptable option.		The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following a decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). The delivery of the South West spine road is a necessary infrastructure requirement to support the delivery of the Local Plan. There is nothing before the Council that would suggest that the road will not be delivered. 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).

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1395	Lindsay Foster	Dunchurch Parish Council	NA	DS10	Residents are concerned that both the Borough and County Council accept their obligations clearly stated in the emerging Local Plan that development resulting in significant negative impacts on health and wellbeing of people in area because of pollution, noise or vibration caused by traffic generation will not be permitted unless effective mitigation can be achieved. Measures should take account of the cumulative impact of development proposed. Also concerns that existing services within the village will not be able to support the increase in local population without significant support from developers.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. All service providers have been consulted with and no change is required
1395	Lindsay Foster	Dunchurch Parish Council	NA	DS10	Need to comply with NPPF regarding boosting the supply of housing is recognised, however plan does not justify why provision needs to be made on a greenfield site in a location outside of its development strategy to locate 1500 dwellings from Coventry's housing allocation. Bearing in mind no justification has been given in the MOU as to why Rugby Borough Council are proposing to build 2800 dwellings in total from Coventry's housing allocation.		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. 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 approach taken to determining the residual housing need and annual targets ensures deliverable growth across the plan period. It is also an acceptable approach, in particular within the HMA.

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1395	Lindsay Foster	Dunchurch Parish Council	NA	DS10	In draft plan additional housing required by Coventry was to be met by development at Walsgrave. In reality the Green Belt has already been compromised in this area as it is surrounded by the brownfield sites of Ansty Park and Rolls Royce.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.

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1395	Lindsay Foster	Dunchurch Parish Council	NA	DS10	<p>No explanation is given as to what analysis has been undertaken to explore how delivery on existing permissions/allocations could be accelerated, by measures such as early delivery of infrastructure. More focussed delivery strategy would make better use of existing infrastructure and require less new infrastructure, and would therefore have a higher chance of delivery than the more 'dispersed' approach that is being suggested. No evidence that increasing supply of allocations in the way proposed will actually increase delivery.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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1395	Lindsay Foster	Dunchurch Parish Council	NA	DS10	<p>STA demonstrates that plan does not fully account for the transport impact arising from the proposed Lodge Farm allocation. . It does not extend southwards along the A45 as far as the proposed Lodge Farm allocation. Given proximity of the site to the M1, A5 and taking account of expansion of DIRFT and M1 J16 employment area, the area of the network to be assessed should extend into Daventry District to include the villages located in this area and also account for the employment areas in Daventry Town.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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1395	Lindsay Foster	Dunchurch Parish Council	NA	DS10	Plan makes passing reference to infrastructure requirements but provides no assurance that the needs of development in the massive scale can be met.		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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1395	Lindsay Foster	Dunchurch Parish Council	NA	DS10	Parish Council would need assurances that any developments in SW broad location within Dunchurch Parish will remain that way, not like with the Cawston Extension.		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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</p>

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							has incorporated updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
1395	Lindsay Foster	Dunchurch Parish Council	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply</p>		<p>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 suggest that the road will not be 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).</p>

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					<p>with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		
1399	Dr Jo Reed Johnson	Pailton Parish Council	NA	DS10	<p>DS10 - Again this will have a great impact on the very small neighbouring villages and hamlets, together with traffic into Dunchurch and through the narrow lanes to Southam. These housing numbers could be better placed close to Braunstone, so that all traffic movements have to access the A45 only. Also believe greater thought and firm policy be put in place to protect Conservation Areas and Listed Buildings.</p>		<p>Site has been considered to be the most suitable option and relevant Highways work has been undertaken or is being carried out. 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. No change.</p>
1402	Jayne Warman	Napton Parish Council	NA	DS10	<p>Publication draft not prepared in accordance with public law because RBC voted to proceed to the Publication Draft without having first considered the responses made to its first consultation.</p>		<p>Responses to Preferred Option were considered prior to Publication Draft with any amendments considered necessary included. No change.</p>

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1402	Jayne Warman	Napton Parish Council	NA	DS10	(a) A reasonable and better alternative which has not been considered by the LPA is accelerating the development of the Rugby Radio Masts site, thus avoiding the need to bring forward new development proposals in the countryside;		Planning cannot influence rate of construction and therefore this is not an option. No change.
1402	Jayne Warman	Napton Parish Council	NA	DS10	(b), proposed Local Plan breaches NPPF Para 37 which aims to minimise unnecessary car journeys by providing for a balance of land use within an area. So called garden village at Lodge Farm will have few employment opportunities for residents and lack secondary school. Consequently many unnecessary car trips generated contributing to climate change. Contrary to NPPF 57. Lodge Farm will destroy rural nature of surroundings. Para 109 NPPF aims to protect and enhance valued landscapes. Napton (on Hill), values prospect to North over mainly undeveloped Leam Valley, strongly opposes urbanisation in this area.	Plan should be improved by withdrawing policy DS10 and making necessary consequence changes to policy DS3 etc.	Comments noted however infrastructure needs etc. considered achievable and that the site is suitable for allocation.

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1404	Mike Thomas	Willoughby Parish Council	NA	DS10	<p>SA: Objections to current scoresSA1 (Reduce and eliminate poverty: Revised to negative and justifies a - - score. Siting away from the town and its amenities on the edge of the Borough will isolate the community. The anticipated high cost of infrastructure and the projected delivery of only 840 houses will result in negligible or no affordable housing grousing. Increase in executive style housing will increase social exclusion. The burden on extremely limited rural facilities, schools, pressure on doctors' surgeries and traffic will increase disadvantage. High quality broadband delivery does not reduce inequality/social exclusion per se.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1404	Mike Thomas	Willoughby Parish Council	NA	DS10	SA2 (Access to services, leisure and culture): Revised to: negative and justifies a - score: Allocation does not propose any leisure or cultural opportunities. The requirement for public transport links in DS10 is not supported in the Infrastructure Delivery Plan. No provision for delivery or forcing supinate suppliers to do so. Access to facilities in Rugby, Daventry, and surrounding areas will, of necessity, be by private motor car. Proposed land for GP surgery is not supported with funds to build, operate or provide GPs who are in short supply in other surgeries locally. Provision of commercial space is not quantified, costed or funds for development identified. In short there is no deliverable plan for services, leisure and culture in SA2		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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1404	Mike Thomas	Willoughby Parish Council	NA	DS10	SA3 Promotion of the health of the population: Revised to significant negative and justifies a - - score. Additional traffic through Dunchurch, South to Daventry and through surrounding villages will significantly increase air pollution. Dunchurch intersection already designated AQMA. Healthcare facilities not accessible within walking distance further promoting use of private transport.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
1404	Mike Thomas	Willoughby Parish Council	NA	DS10	SA4 (Provide affordable and decent housing): Revised to minor negative and justifies a - score. Anticipated high cost of infrastructure and the projected delivery of only 840 houses in the plan period will result in negligible or no affordable housing. No affordable housing provision by plan stage is provided in the consultation documents enclosed. Remoteness of site will significantly reduce practicality for unemployed or lower income families to live there due to the lack of public transport and limited access to private transport, as well as additional cost of travel to facilities. Executive style housing will further limit social integration.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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1404	Mike Thomas	Willoughby Parish Council	NA	DS10	SA6 (Provide strong and stable local economy): Revised to: significate effect and justifies a - - score.. Limited employment opportunism exist in area and little opportunity on site. Residents forced to drive to employment areas. Traffic to employment onto A45 substantially increased with consequent impact on surrounding villages up to M1 J18, Daventry, and North into Coventry and beyond.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
1404	Mike Thomas	Willoughby Parish Council	NA	DS10	SA7 (Promote vitality and viability of town centre): Revised to minor negative impact and justifies a - score. Traffic congestion into Rugby from the site will discourage residents from shopping and trading in the town. Residents as they currently do in surrounding villages will choose the trading centres on the outskirts of Coventry, in Daventry, Fosse Park Leicester ciao the A45 thus depriving the town of revenue and increases the shopping miles by car.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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1404	Mike Thomas	Willoughby Parish Council	NA	DS10	SA8(Promote regeneration of urban areas): Revised to significant negative and justifies a - - score. Site is completely isolated from urban area so fails this test. Anticipated high cost of infrastructure and projected delivery of only 840 houses in the plan period will result in negligible or no affordable housing. See response to SA7 above.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
1404	Mike Thomas	Willoughby Parish Council	NA	DS10	SA11 (Reduce the Borough's contribution to climate change): private vehicle access to facilities will significantly impact on air quality. No plan for delivery of improved public transport and very limited bus service. Community services and facilities in surrounding villages are extremely limited and no plan for effective delivery for 800 houses in the plan period. This site could operate as a self-contained domain Rural Settlement within the plan period as alleged.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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1404	Mike Thomas	Willoughby Parish Council	NA	DS10	<p>SA12 (Avoid, reduce and manage flood risk): Revised to significant negative impact and justifies a - - score. No coherent flood risk assessment or mitigating plans available and risks currently remain unknown, especially with reference to impact on neighbouring villages</p> <p>Change of greenfield land to concrete surfaces will create water run off with a corresponding reduction in the capacity for permeation and collection of surplus water. Especially significant in a zone susceptible to flooding by the Rainsbrook and Leam River which occurs regularly. Reasonably foreseeable that he additional water run off rate will cause back up in the Leam river resulting in corresponding flooding of neighbouring villages and land. Need for deployment of SuDS will reduce the available space for containment on the site.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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1404	Mike Thomas	Willoughby Parish Council	NA	DS10	SA15 (Promote a sustainable Transport Network): Revised to significant negative effect justifies a - - score. STA only extends to Rugby Town, DIRFT and a limited number of villages. Fails to make any assessment of impact from the proposed development site., so no satisfactory assessment and flawed scoring. Model does not extend southwards as far as proposed Lodge Farm allocation. Does not include potential rat runs. Area assessed should be extended and take into account employment areas in Daventry. Relationship of prospective residents with other areas should be fully explored. Not established that proposed spine road will mitigate impact on traffic on villages south of Dunchurch and through to Daventry.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
1404	Mike Thomas	Willoughby Parish Council	NA	DS10	Accepted that need for plan to comply with NPPF to boost supply of housing. RBC have already granted planning permissions which would largely satisfy their allocation. Objections to the inclusion of DS10 includes absence of any assessment of why provision needs to be made on a greenfield site. Plan acknowledges significant supply of housing from existing permissions/allocations, but does not explain why delivery of existing allocation and infrastructure		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from

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					<p>connected could not be brought forward. Without this DS10 canon tube justified. No evidence that DS10 will increase delivery or delivery rate within the plan period.</p>		<p>Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. The</p>

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							<p>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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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1404	Mike Thomas	Willoughby Parish Council	NA	DS10	Site at Walsgrave Hill Farm has belatedly been removed from the plan. This would have provided a more sustainable site which would meet the housing overflow from Coventry which Rugby agreed to meet. Decision to remove it is contrary to the argument that additional allocations are necessary or justified.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.

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1430	Andrew Morgan	Place Partnership	Warwickshire Police (WP) and West Mercia Police (WMP)	DS10	<p>The scale and type of development proposed by Policy DS10 will necessitate the delivery of infrastructure to support police service delivery to the site. As it does not reference this, WP and WMP consider Policy DS10 to be ineffective and inconsistent with national policy as currently drafted. It should also be borne in mind at this juncture that 'infrastructure' is not a narrowly defined term as Policy DS10 appears to imply, as the definition in the Planning Act 2008 provides a non-exhaustive list to the extent that there is no difficulty in the proposition that police (incassate offices) can be required by policy in Local Plans. The acceptance of emergency services requirements is accepted in the IDP and should be reflected in DS10.</p>	<p>To resolve all of the concerns of WP and WMP expressed in these representations, it is requested that Policy DS10 include the following additional bullet point:</p> <ul style="list-style-type: none"> • Provision of police infrastructure, as set out in the IDP. <p>It should be noted that the IDP, which is already the subject of partnership work between WP, WMP and the Council, envisages further work taking place to identify precisely the infrastructure required and the contributions required as a result. Amending Policy DS10 as requested will provide the necessary framework to enable this work to continue in conjunction with the developers.</p>	<p>Change made to the IDP with the infrastructure requirements set out by the respondents contained within the modified IDP (LP54.140). Specific change to policy as stated not considered necessary to ensure the soundness of the Plan.</p>

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1431	Nick Dauncey (Jasbir Kaur)	WCC Highways	NA	DS10	<p>Lodge Farm would need to contribute to the same transport schemes as the South West SUE identified in the IDS and additional attention to: access restrictions and/or traffic calming in Dunchurch to deter through-trips.</p> <p>A45/ M45 junction improvements.</p> <p>Contingency for unforeseen impacts provision for cyclists within the site itself and securing developer funding towards wider cycling improvements in the vicinity of the site with connections to surrounding network. Promoter liaises directly with Stagecoach o securing high frequency bus services for the site.</p> <p>Improvements to the cycle network by the developer could encourage residents to cycle to access rail stations. WCC key objective is to encourage traffic generated by the proposed site to avoid these areas altogether. A “road signing strategy” directing traffic seeking access to north Rugby, destinations further north including M6 and town centre bound trips onto M45 westbound. This traffic would then be signed via M45/A45/B4429 roundabout at Thurlaston onto proposed North-South link road through the western part of the South West development area for access to the Rugby Western Relief Road.</p> <p>Complementary measures at</p>		<p>Proposed Appendix 3 Infrastructure Delivery Plan has been amended following consideration of this consultation response and the updated Strategic Transport Assessment. Cross reference this with the minor changes table and add in the reference.</p>

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					<p>Dunchurch Crossroads required: Dunchurch crossroads will improve once SWLR is in place. Signage strategy would prevent additional traffic using this route through banning right turn from the B4429 or stopping up the route altogether to force traffic onto the M45/A45 where (for the time being) there is capacity for the traffic to be accommodated. WCC expect site promoter to assess traffic impacts in villages to south west of site e.g. Woolscott & Grandborough.</p>		
1434	Annie English	Warwickshire Wildlife Trust	NA	DS10	<p>Information regarding the importance of the Lodge Farm area for farmland birds, including species that are threatened and therefore a conservation priority. RBC must provide habitats as a competent authority under NERC Act 2006. Whilst the Wildlife Trust does not object to the principle of this site allocation, we do believe that wild birds should be a material consideration of site design and the focus of mitigation and compensation options. Whilst, ultimately this will be informed by up-to-date ecological survey, we believe there is sufficient existing data to specifically incorporate the protection and enhancement of habitat for wild birds within the wording of policy DS10 in order to show that Rugby Borough Council is</p>	<p>We consider that the protection of farmland birds should be a specific policy ambition for this site allocation and recommend the following additional bullet point is added to paragraph two of policy DS10: The development of this garden village will be supported by the on-site provision of: "Suitable habitat for farmland birds that enables the current wild bird populations to thrive and remain within the wider Leam Valley area;" Suggested explanatory text: Lodge Farm is located within</p>	<p>No change required. Considered that the species and habitats highlighted in this representation would be covered by Policies NE1 and NE2 of the Local Plan, with which planning application(s) for the development of the Lodge Farm site would need to be in accordance with.</p>

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					<p>taking steps to preserve, maintain and re-establish habitat for our wild bird populations.</p>	<p>the Upper Leam Valley. This area supports a number of farmland bird species which are under threat of decline in the UK, such as Eurasian Tree Sparrow, Sky Lark and Linnet. Policy DS10 outlines how this settlement will seek opportunities to protect, enhance and re-establish the habitat here so that farmland bird populations will be protected in the long term.</p>	

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1438	Bill Blincoe	Coventry & Warwickshire Local Enterprise Partnership (LEP)	NA	DS10	<p>Doubts that Lodge Farm new settlement represents a sustainable development option and will not contribute effectively to meet needs of the HMA. Also concerned by evidence of its deliverability and absence of accompanying employment allocation to deliver balanced growth. Aware that Lodge Farm site is outside Green Belt, however given the need for both sub regional employment and housing growth over plan period and beyond then strong and compelling case to release Green Belt for allocation at Ansty/Walsgrave. Comparative exercise needed looking at merits of range of strategic options and testing sustainability and infrastructure requirements. Previously suggestion that development on edge of Coventry cannot make early contribution to meeting housing or employment growth due to delays in provision of highways infrastructure - further information now suggests this may be inaccurate. Evidence based exercise needs to be carried out to demonstrate that alternatives to preferred strategy have been fully considered and evaluated - LEP be happy to participate along with other necessary agencies to help demonstrate soundness of the plan.</p>		<p>The Local Plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. The Local Plan sets out how completions, existing supply and proposed new allocations meet this target and therefore no further employment land allocations are considered necessary. The provision of employment land in Rugby Borough to address a shortfall in meeting sub-regional strategic employment needs, arising from the unmet needs of Coventry City, has been addressed through Duty to Cooperate and the Coventry & Warwickshire Employment Land MoU agreed in 2016. Therefore to allocate further land at the Walsgrave would not be in accordance with the CW Employment Land MoU and it will also increase the housing numbers for the HMA. Further to this uncertainty still remains over the access arrangement for the site and there are heritage issues for the site.</p>

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1439	Tom James	NA	NA	DS10	<p>The plan does not justify why provision needs to be made on a greenfield site in a location outside of its development strategy. The plan does not explain what analysis has been undertaken to explore how delivery on existing permissions/allocations could be accelerated. The STA that has been prepared to inform the Local Plan does not fully account for transport impact arising from the proposed Lodge Farm allocation. Goes in the Daventry District and Daventry itself within paragraph 4.71. Officers from Daventry District Council, Northamptonshire Highways and Education, Rugby Borough Council and Warwickshire Highways and Education met with regard to this allocation and as part of the Duty to Co-operate. Further to this comments were provided to Rugby Borough Council from Daventry District Council and Northamptonshire Council requesting changes to the scope of the Transport Assessment and suggested that a gravity model be used instead so that wider highway impacts from the site could be understood. The Infrastructure Delivery Plan states that new 2FE primary school provision will be delivered in phase 2 of the Local Plan. Daventry District Council</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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					<p>support the early provision of primary school places as this would hopefully reduce the impact on schooling in Daventry District and reduce impact on local infrastructure through additional journeys to and from local schools. Sustainability Appraisal DDC question some of the scoring assigned to each sustainability objective for policy DS10. In respect of objective 2, a score of ‘++’ is considered to be too positive given that the proposed allocation would not include any provision of leisure or cultural opportunities and although there is a policy requirement for public transport links within policy DS10, this requirement is not listed in the Infrastructure Delivery Plan and there is no evidence that such provision would be delivered. Objective 6 is assigned a score of ‘+’ which is considered to be too positive as no employment provision is proposed as part of the allocation and there is no employment area within walking distance. Further to this, although there is a policy requirement for public transport links to surrounding villages, Rugby and Daventry within policy DS10, there is no requirement for any public transport links to employment opportunities at DIRFT and this requirement is not listed in the</p>		

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					<p>Infrastructure Delivery Plan. There is no evidence that such provision would be delivered.</p> <p>Objective 8 is scored as a ‘-’ and it is considered that this should be ‘- -’ as the proposed allocation will not support the regeneration of urban areas due to its greenfield location that is isolated from existing urban areas. Objective 11 is scored as a ‘+’ however given there are no employment opportunities on site and limited public transport provision to employment areas Objective 14 is score ‘++’ however given the limited nature of the strategic transport assessment it is not clear what impact the proposed allocation would have on all surrounding roads .The Strategic Transport Assessment should be revisited and the transport impact of the DS10 Lodge Farm allocation should be remodelled to include any transport impact on roads outside of Warwickshire and into the North of Daventry District, towards Daventry and the M1. The results of this modelling will enable assessment to be made of the impact that the Lodge Farm allocation would have on the amenity of Daventry District residents particularly given that the draft Local Plan itself acknowledges the proximity of the site to rural villages in the Daventry District and</p>		

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					Daventry itself within paragraph 4.71.		
1445	Steph Mathews	Natural England	NA	DS10	This allocation represents a departure from the development strategy put forward at the proposed options stage. Natural England is disappointed to see that the Green Infrastructure Proposals Map in the supporting documentation for the plan does not acknowledge this site and its potential role in the connection of existing ecological networks and its proximity through to the Oxford Canal. We are pleased to see outline master plans and the intention of a Supplementary Planning Document (SPD) to guide development within this allocation and would wish to be consulted on the development of this document.		Comment noted.
1447	Penny Mould	Northamptonshire County Council Highways	NA	DS10	NCC pleased to see addition of paragraph in DS10 - Lodge Farm that sets out the need to further investigate the transport impact of the Lodge Farm site on roads and settlements within Northamptonshire. NCC are in discussion with WCC and the site promoter's consultants working towards agreeing the scope for the Transport Assessment that will aid the understanding of additional transport mitigations that may be required with Northamptonshire. Once these are understood they will need adding to DS10		Await to see outcome before considering if further action required.

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1450	C Bridges	NA	NA	DS10	<p>I wish to emphasise the importance of:</p> <ul style="list-style-type: none"> • the emergency services being able to appropriately access Section 106 funding to enable “Provision of and/or contribution to police infrastructure and community facilities such as schools community buildings or sports facilities”; • the need “to incorporate Secured by Design principles and standards” within this document; 		<p>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.</p>

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1457	Korin Cotton	Onley Park Residents Association	NA	DS10	<p>Development Lodge Farm Garden Village will result in flooding at villages and the A45 experiencing even more flooding which occurs already year in year out. WCC spokesman stated that flooding was as a result of farmland run off. The SWLR will not resolve Dunchurch cross roads traffic seeking to travel south. Movement from the site to travel to Southam will not go on the M45 they will still go through Dunchurch. The STA does not take account impacts on Northamptonshire nor 'rat runs' such as Long down Road/The Ridgeway, STA should be extended to include DDC surrounding villages and employment opportunities. The proposed site is situated on a dangerous section of road between Willoughby – Dunchurch, cyclists, motorists and all road users. WCC have produced leaflets about how dangerous the road is and it will be made worse with proposed site. The addition of 4,000 cars will make access from the prison and Onley Park village to the A45 even worse where at times it now take 20 minutes. IDP indicates a primary school when 25 dwellings are built the sustainability of the site should be reassessed. SA scoring for objective 1, 4 and 9 incorrect and should be lower with the site being</p>	Remove Lodge Farm and replace it with the Walsgrave Hill Farm site	<p>DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. Proposed Appendix 3 Infrastructure Delivery Plan and DS9 have been amended following consideration of this consultation response and the updated Strategic Transport Assessment</p>

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					<p>isolated and not related to the urban area, high infrastructure costs which would impact on affordable housing provision, no ecological, landscape or agricultural classification assessment gave been undertaken. The original site allocated in Walsgrave Hill Farm was totally sustainable and deliverable. A city which can accommodate the public transportation needs for those who are unable to travel by motor vehicles, who are able to walk to their place of employment if they so desire. Able to attend hospital/doctors via foot.</p>		<p>(LP54.46 - 54.58 and LP54.120- 124). The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. All relevant service providers have 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.</p>

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1460	(No Name)	Grandborough Parish Council	NA	DS10	<p>Provide good quality local services.... (SA gives minor negative): The regular Rugby-Daventry bus that used the A45 has been deleted and there is now minimal bus service. Unlikely any improved service would be viable, at least until well into the build programme, which is likely to take a very long time. No service in the meantime. Similar comments apply to the projected shop, school (and possible doctors surgery). SA score should be a major negative.</p>		<p>The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA. 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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1460	(No Name)	Grandborough Parish Council	NA	DS10	Promote/enable a strong, stable and sustainable economy (SA two bus stops and the 'promise' of future public transport links. A minor positive score. See above re: bus stops and transport provision. Due to traffic difficulties in accessing Rugby town through Dunchurch, Rugby will lose out on valuable trade and commerce as residents will likely choose outskirts of Coventry via A45, or Daventry for social, shopping and other economic activities. SA score should be minor negative impact.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
1460	(No Name)	Grandborough Parish Council	NA	DS10	Promote vitality and viability of the town centre (SA Score no impact): See above re: access to town centre. SA score should be minor negative.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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1460	(No Name)	Grandborough Parish Council	NA	DS10	Reduce Borough's contribution to climate change (SA - Not in settlement , but two bus stops: negligible effect): See above re bus stops. This means that all movement to/from the development will be by private vehicle for the foreseeable future, this surely means at least minor negative impact.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
1460	(No Name)	Grandborough Parish Council	NA	DS10	Avoid, reduce, and manage flood risk (SA - Outside flood zones 3a and 3b therefore minor negative).. The site is a large tract of agricultural land with high absorbency and significant flood water storage, sited at the top of the Leam catchment. Despite Rugby BC policy to require developers to ensure that run off is no greater than current, there is a very real prospect that this requirement will not be met. Surely a significant negative.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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1460	(No Name)	Grandborough Parish Council	NA	DS10	<p>Promote a sustainable and accessible transport network (SA two bus stops; minor positive). Do not accept two bus stops should generate minor positive score, please see above comments. Furthermore, any traffic going towards Rugby will go via Dunchurch crossroads, thus replacing traffic flows which the proposed new spine road is designed to remove. Traffic heading from the development towards Warwick, Leamington Spa, Gadon, M40 South , or Southam will use existing country lanes through Grandborough. These roads have long stretches of single track with passing places, two narrow hump back bridges, and a sharp right angle turn in the centre of the village. Roads also liable to flooding at many points (suggestion that traffic flows will be minimised by traffic calming measures is laughable. Such measures do not stop drivers who perceive a route as a shortcut. Existing villagers therefore be subject to greater inconvenience, even more noise and the probability of traffic vibration induced damage to property with no benefit in reduced traffic flows). SA score of significant negative.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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1460	(No Name)	Grandborough Parish Council	NA	DS10	Conserve and where possible enhance the Borough's biodiversity (SA uncertain minor negative/no impact/minor positive): Overall impact unknown because no EIA carried out. However it is clear that no positive impact can be gained from placing a modern village in open green spaces; it will not lead to habitat creation nor conserve or enhance species diversity. See Tim Marlow's comments. SA score should be at least a minor negative.		No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
1460	(No Name)	Grandborough Parish Council	NA	DS10	Maintain and where possible enhance the quality of landscapes (SA could be minor negative but design and screening could mitigate). Site lies in centre of a 'bowl' with beautiful landscape views from E, W, N, S. No amount of screening will hide urban blot. Should definitely be a negative, probably a significant benefit.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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1460	(No Name)	Grandborough Parish Council	NA	DS10	<p>Summary: The more realistic SA scoring outlined above clearly demonstrates that this is not an appropriate site for a development of this nature. Furthermore if the development were to be allowed it will be classified as a MRS and would provide a core for further development outside the site boundaries. Indeed further land north of the A45, adjacent to the site, but running from M45 bridge over the A45 eastwards has been offered for development and apparently accepted by RBC as potentially suitable. Question figure of 1500, developers would be looking for more so higher figure more realistic. Had the proposal been for land adjacent to the A45 but to the West of Dunchurch and Coventry it might have more validity, since such a location would provide easy access to A45, M45, Western Relief road, new spine road and reasonably wide routes to the South. Or even better, the original Walsgrave site adjacent to Coventry (whose housing shortfall we are required to assist with), and with excellent infrastructure already largely in place.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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1460	(No Name)	Grandborough Parish Council	NA	DS10	Promote/improve health of population (SA gives minor positive or minor negative): Site will contribute additional traffic to the Dunchurch intersection, already designated as AQMA. Healthcare of GP facilities proposed but given slow build-up of site deliverability must be extremely unlikely. SA score hold be at least a minor negative.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
1460	(No Name)	Grandborough Parish Council	NA	DS10	Provide affordable and decent housing which meets the needs of the Borough (SA gives major positive): Cost of infrastructure required on the this remote greenfield and the slow build-up of house number, the likelihood of any affordable housing being built is extremely low or non-existent. The SA score should be at least a minor negative.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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1464	Christopher Nunn	NA	NA	DS10	Positively Prepared: New housing to satisfy need for Coventry should be located near to Coventry. Lodge Farm not sustainable in itself and not suitable to meet Coventry's need. Walsgrave Farm must be considered to meet this objective.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
1464	Christopher Nunn	NA	NA	DS10	Justified: SA fundamentally flawed allocating significant benefit score for sustainable transport for a site which will have a significant negative impact. And when compared with other sites is inaccurate. Rural site of this nature with poor public transport is not accurately scored in the SA.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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1464	Christopher Nunn	NA	NA	DS10	<p>In identifying DS3.15 Council cannot claim they are promoting the best way of delivering sustainable development. SA clearly identifies alternative sites which are a more sustainable way of delivering housing for the Borough. As such Lodge Farm not the most sustainable when assessed against reasonable alternatives a fundamental test for any sound Local Plan</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. 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.</p>

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1464	Christopher Nunn	NA	NA	DS10	Effective: Retail, education and non-housing elements fundamental to support the suitability of the site for housing and support any form of national policy compliance have not been agreed with developers and cannot be relied upon. Unless RBC can ensure the delivery of non-housing elements, guarantee the deliverability of a school at the site, the site cannot be considered "deliverable". Not consistent with National policy		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
1464	Christopher Nunn	NA	NA	DS10	Para 4.34-4.36 advocates garden village, by virtue of para 52 NPPF. Inclusion of DS10 and garden village at lodge farm is wholly inconsistent with para 52 NPPF. Lodge Farm cannot be considered to meet this NPPF 52 test and certainly not the best site when considered against all reasonable alternatives.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.

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1464	Christopher Nunn	NA	NA	DS10	<p>Proposed housing densities and size of site are not representative of a village, rather an urban extension. Site fails to demonstrate the qualities identified in those allocated funding in the latest round of Garden villages announced by the Government and cannot be considered consistent with NPPF 52 to justify exception for including this site.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. 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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA).</p>

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1464	Christopher Nunn	NA	NA	DS10	Lodge Farm not in accordance with SDC1, SDC2, SDC3, and SDC5 and represents a contradictory and entirely unsound argument.		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

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1472	David B Smith	NA	NA	DS10	Once traffic calming measures are put in place in Clifton motorists would (hopefully) wish to avoid the route through Clifton to go shopping or to join the motorway network as M6 J1 and would prefer to travel along the Link Road and Butlers Leap to Leicester Road if that option was made available. The problem will become more acute once the Lodge Farm development comes on stream.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.
1484	D Miller	NA	NA	DS10	Current development already approved add to destruction of the village and cause more congestion. Environment already significantly altered with increased pollution including light, noise, fumes and a significant reduction in local wildlife by destruction of habitats. Reduction in bird and other species. Proposed plan will destroy more of the remaining habitats. Density will completely swamp communities of Bilton and Woodside with particular detrimental effect on Lime Tree Avenue, Alwyn Road and whole of Dunchurch. Use of agricultural land for such purposes not in keeping with National objectives nor		DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. 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

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					<p>sustainable principles. Proposed developments, like those in progress or recently completed, do not provide any community facilities or promote any beneficial social values. Current and proposed infrastructure is weak and inadequate. Facilities have been none existent and non are proposed in the new development plans.DS8 conflicts with para 112 regarding agricultural land by needlessly building over it.</p>		<p>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 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 Ecology have been fully engaged throughout the development of the plan and further ecological assessment would be undertaken during the planning application phase with any necessary mitigation measures identified. 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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1485	D Moulton	NA	NA	DS10	Greater thought should be given to using brownfield sites before committing so much countryside to housing.		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.
1498	D R Daniel	NA	NA	DS10	Lodge Farm Garden Village: Support plan to develop new village at Lodge Farm. Seems to offer opportunity to create development in a more dispersed way but why only one?		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.
1508	Dr F Somerset	NA	NA	DS10	Irreparable damage development could cause to this area of outstanding natural beauty. Walk dogs daily on footpaths. Wonderful example of British countryside with great variety of bird and animal life. On walks have seen variety of species. Should be preserved. If development goes forward it will be lost for the generations that follow. Not been sufficient planning regarding infrastructure needed for such development. Not just road network which would need significant improvement to deal with the extra traffic, but also the schools and green spaces which do not seem to be sufficient to support so many new families.		WCC Education and Highways and Highways England been fully engaged in development of the Local Plan and infrastructure measures as contained within IDP. None have raised objections to the plan. No change recommended.

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1513	Dr P F Johnson	NA	NA	DS10	<p>Objections to location and size of development. Location is far from town and its amenities and will isolate the community. Allocation does not propose any leisure or cultural opportunities. Allocation does not propose any leisure or cultural opportunities. Access to facilities in Rugby, Daventry and surrounding area will, of necessity, be by private motor car. This will generate additional traffic through Dunchurch, Daventry and surrounding villages with significant increase in air pollution. Change from greenfield land to concrete surfaces will do nothing to improve the current flooding which occurs with increasing regularity in the surrounding villages. Need to protect and preserve England's "Green and pleasant land" and minimise the incursion caused by ill-advised urban sprawl.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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.</p>

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1525	E Davies-Pelc	NA	NA	DS10	<p>There would appear to be no concrete evidence of viable transport to support the housing, the increased number of vehicles which would accompany These homes can only add to the evidence of over pollution in the hear t of the Dunchurch square and the increase in noise pollution which is already apparent at night and in the early morning.</p>		<p>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 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).</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1525	E Davies-Pelc	NA	NA	DS10	Good evidence that consultants who proposed this plan not reliable. Independence is in question and therefore the figures produced cannot be considered trustworthy.		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary.
1534	Eleanor Moran	NA	NA	DS10	Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals. Re: STA - concerns over Dunchurch		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery</p>		<p>evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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</p>

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					strategy would make better use of existing infrastructure.		would suggested that the road will not be delivered. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.

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1535	Eleanor Perkins	NA	NA	DS10	<p>Rugby's SHMA document raises many issues that need to be re-visited and re-assessed. G.L.Hearn lead me to believe that their advice is neither impartial, nor objective as they also acted on behalf of a developer within the Rugby South West Broad Location. SHMA, policy projections have been treated as forecasts. But, future economic considerations, including any impact of Brexit on future housing needs have not been given any attention. The SHMA has opted for a comparatively high level of housing requirements, and has also taken a naïve approach to links between people and jobs resulting in poor judgements with regard to commuting. I do not understand why the "MOU & Warwickshire HMA offers no information as to why Coventry cannot meet its housing needs. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so. It is my belief, therefore, the Rugby Local Plan is unsound in its assumptions on housing need. Policy DS1 states that a figure of 12,400 dwellings are needed by 2031. Housing trajectory indicated in the plan making it almost impossible to achieve the proposed targets. There are a number of transport</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. A MoU distributes the OAN across the HMA to ensure it is met within the HMA. Although NBBC are not signatories of the MoU, RBC is of the view, from limited inspection of NBBC evidence that NBBC can deliver their contribution of the OAN as identified within the MoU. WCC</p>

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					<p>proposals– but there are no cost estimates. No information on the number of schools or GP surgeries required is given. The proposal (Policy DS8) for up to 5,000 homes in the South West Rugby location will almost totally destroy the open land between Rugby, Dunchurch and Cawston and. Considerable tracts of greenfield arable land will be lost forever. It is predictable that journeys to and from the location will be car dominated and m that a lot of faith is being placed on two existing bus stops. The STA contains the proposal that a South West Link Road will be constructed that may reduce pressure on the Dunchurch (Dun Cow) cross roads. This road would not be started until at least 1500 new dwellings have been erected</p>		<p>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.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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>
1559	Gordon Gray	NA	NA	DS10	<p>Infrastructure plan is vague with number of uncosted proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the</p>

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					<p>accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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1609	Ken Short	NA	NA	DS10	Does not support the Walsgrave Hill site being allocated as the proposed development site is located within the green belt and next to Coombe Park. The proposed Lodge Farm site is much more suitable.		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.

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1611	Steve Hammond	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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					<p>cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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1621	Janet Wade	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council</p>

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							has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
1621	Mrs Wade	NA	NA	DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that</p>		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated

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					<p>RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure. Relying on developers to fund infrastructure has failed before. Approval of the Local Plan without a costed infrastructure plan in place prior to development commencing could be interpreted as legal negligence by Rugby Borough Council.</p>		<p>Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery</p>

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							<p>of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>
1626	Heidi Bassano	NA	NA	DS10	<p>Accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period.</p> <p>Walsgrave Hill Farm site would provide a more sustainable site to meet housing overflow from Coventry. The decision to remove this proposed allocation is contrary to the argument that additional allocations are necessary or justified.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

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							<p>throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP. The NPPF states a plan period of 15 is preferable, not a requirement. The growth proposed for allocation within the plan exceeds the plan period.</p>
1627	Helen White	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the</p>

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					<p>existing infrastructure. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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1628	Hilary Calow	NA	NA	DS10	<p>Policy DS1 shows that target is 12,400 dwellings whereas Policy DS3 shows that 13,400 can be provided on Rugby urban edge with additional 527 in the main rural settlements. Therefore Lodge Farm is not required to meet the need. Para.4.34 erroneously states this development is needed when it is not.</p> <p>A serious public health risk will result from the increase in air pollution at Dunchurch crossroads, which is already an AQMA, caused by the traffic that Lodge Farm will generate.</p>	Remove Policy DS10 from the plan	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
1628	Hilary Calow	NA	NA	DS10	<p>Policy DS1 shows that target is 12,400 dwellings whereas Policy DS3 shows that 13,400 can be provided on Rugby urban edge with additional 527 in the main rural settlements. Therefore Lodge Farm is not required to meet the need. Para.4.34 erroneously states this development is needed when it is not.</p> <p>A serious public health risk will result from the increase in air pollution at Dunchurch crossroads, which is already an AQMA, caused by the traffic that Lodge Farm will generate.</p>	Remove Policy DS10 from the plan	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. The STA</p>

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							<p>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, which are contained within the modification IDP.</p>
1633	I Kennard	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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1633	I Kennard	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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1639	Ian Wain	NA	NA	DS10	<p>Astounded that can propose 1,500 dwellings at Lodge Farm and advertise a good proportion will be affordable when RBC staff admit this is extremely unlikely. We tried to gain planning application for two dwellings on small plot of land near A45 and this was turned down as not being sustainable. Incredible that large amount of productive farmland can be promoted as sustainable village when it is about the most unsustainable site - will not help with flooding issues or traffic impacts.</p>	<p>Amend plan by replacing Lodge Farm with proposal at Walsgrave Hill Farm for 1,500 dwellings instead; make developers build on Mast site; and check housing number calculations, especially in light of Brexit.</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1645	Judith Brooks	NA	NA	DS10	Lodge Farm would be built on prime agricultural land; concern in relation to impact on congestion and infrastructure namely schools,		<p>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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. All relevant service providers have 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.</p>

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1646	Geoffrey Burrows	NA	NA	DS10	With major housing developments taking place and those planned I fear for the future. Pressure on schools, doctors surgery etc. will be totally unacceptable. Why was the Walsgrave site dropped as I understand it was for Coventry overspill.		Policy has been formulated in relation to evidence base and is considered to be sound. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Relevant statutory consultees engaged.
1653	James Gray	NA	NA	DS10	Re: Policy DS10 - object to Lodge Farm plan as no evidence that Coventry can't meet its own housing need - why should we develop 2,800 dwellings on their behalf? Traffic congestion will increase and school places will still be an issue.		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1671	Ken Marshall	NA	NA	DS10	<p>The roads are incapable of taking the extra traffic involving commuters and delivery vans and lorries. It has been apparent for many years that the roads on or near the border with Northamptonshire are in a poor state of bodged repair and are completely inadequate in width and surface as things are now let alone with the new proposed village. I use Long down Lane daily to travel to work in Daventry and have seen many accidents on this run over the years most at the Willoughby crossroads. Such a development would no doubt result in more frequent crashes</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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1671	Ken Marshall	NA	NA	DS10	<p>The roads are incapable of taking the extra traffic involving commuters and delivery vans and lorries. It has been apparent for many years that the roads on or near the border with Northamptonshire are in a poor state of bodged repair and are completely inadequate in width and surface as things are now let alone with the new proposed village. I use Long down Lane daily to travel to work in Daventry and have seen many accidents on this run over the years most at the Willoughby crossroads. Such a development would no doubt result in more frequent crashes</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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1677	L Downie	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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1677	Linda Beech	NA	NA	DS10	<p>The strategic location for housing should be rethought and located next to employment areas and with easy access to primary highway routes such as Ansty Park. This would be a much more appropriate location for DS8 and DS10 and provide the Coventry overspill requirement at the same time. Considered that the housing numbers in SHMA are seriously over estimated. They are out of date, pre-dating Brexit and exaggerated. Risks diverting developers away from Radio Station site and being counterproductive in delivering housing numbers for the Borough.</p>		<p>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. The housing target is not a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No alteration is required. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>

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1684	Leslie Pepper	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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1686	Leslie Kemp	NA	NA	DS10	Remove lodge Farm from the plan		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>

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1687	Linda Tomalin	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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1698	The Occupier (Lower Rainsbrook, Onley Lane)	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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1713	James Archer	NA	NA	DS10	Object to Lodge Farm development and have major concerns regarding: the site is not connected to Rugby or Coventry main areas of work or shopping and next to no public transport uses this section of road. Lead to a major increase in private vehicles on already busy and accident prone road; the flat field contour of the area would be a huge visual change to the surrounding landscape; the site lacks definition or boundary and would attract ongoing infill and expansion.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
1713	James Archer	NA	NA	DS10	Object to Lodge Farm development and have major concerns regarding: the site is not connected to Rugby or Coventry main areas of work or shopping and next to no public transport uses this section of road. Lead to a major increase in private vehicles on already busy and accident prone road; the flat field contour of the area would be a huge visual change to the surrounding landscape; the site lacks definition or boundary and would attract ongoing infill and expansion.		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help

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							<p>maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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1724	Joan Ford	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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1727	Joanne and Malcolm Lewis	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>
1734	Josephine Bostock	NA	NA	DS10	<p>Support proposed allocation of Lodge Farm for housing development as the site is not green belt, is within easy reach of employment opportunities in Rugby, Daventry, Leamington and Coventry with good road links and public transport. Lodge Farm is more suited for development than Walsgrave Hill Farm which would require infrastructure investment to the</p>		<p>Comment Welcomed - No Further Action</p>

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1734	Josephine Bostock	NA	NA	DS10	<p>road network.</p> <p>Support the proposed development at Lodge Farm as it offers a suitable location for a sympathetic and well planned development. The land is not green belt and if a scheme can deliver a broad range of housing then this would be a great asset to the Rugby area. Rugby, Coventry, Leamington and Daventry are within easy reach for employment opportunities and the site is convenient for public transport and road links. Will offer opportunity for next generation to experience rural housing. Site would be better than Walsgrave option as this is designated green belt and would require large scale road improvements.</p>		Comment Welcomed - No Further Action

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1738	Julie Eastwood	NA	NA	DS10	<p>Housing required for Coventry should be built around Coventry to reduce commuting, believe sites around Walsgrave could be used. Appears to be no extra employment for DS8 and DS10 therefore traffic will be increased through Dunchurch and Rugby.</p>	Remove Policy DS8 and Policy DS10	<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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1743	Kay Aird	NA	NA	DS10	<p>I believe draft policy DS10 in the plan is completely unjustified and that greater consideration should be given to accelerating development on brownfield land before releasing so much countryside to housing. No account of loss of good quality farmland or wildlife habitats.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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1747	Keith Brushett	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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1747	Lynne Brushett	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>
1753	Kay Worrall	NA	NA	DS10	<p>Lodge Farm is an unsustainable location where travel will be predominantly by private car, as lack of employment on site means people will need to travel. The flat nature of the site means the development would have a huge impact on open character of the area; the site lacks definition or boundary and would attract ongoing infill and expansion - by contrast the</p>	<p>Proposed new village should be sited at Walsgrave</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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					<p>Walsgrave site is well defined. Due to high infrastructure costs it is unlikely that affordable housing would be provided. The A45 is a 'high crash' route and additional traffic generated by Lodge Farm would only increase the problem. Country lanes likely to become rat runs. A 1,500 home village would not be in keeping with existing villages in area.</p>		<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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1770	Carin Jackson	NA	NA	DS10	<p>DS10 has not been justified for a great many reasons and is inconsistent with national policy thus the plan cannot have been positively prepared & is not effective. The supposed extra consultation has been a farce with none of the promised meetings or community interaction. The way the draft local plan has been issued & amended with no particular warning, especially removing Walsgrave & substituting Lodge Farm at the last minute with very little time for any proper investigation or assessment. The lack of any useful traffic analysis & plan is further evidence of the poor preparation & consideration given to the inclusion of DS10 Lodge Farm - in an area with narrow single track roads, fast dangerous A45 & very poor air quality at Dunchurch.</p>	<p>Remove DS10 from the draft plan and if necessary to fulfil housing requirements reinstate the Walsgrave Hill site which is far better suited to receive the number of houses and traffic increases that will occur as a result of the development.</p>	<p>Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>
1771	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their</p>

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					<p>sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1712	Steven Anthony	NA	NA	DS10	<p>DS10 will have a detrimental impact on air quality; STA is unsound, insufficient and limited therefore DS10s sustainability assessment invalid thus DS10 is unsustainable and the whole Local Plan unsound; VECTOS STM traffic model does not consider DS10, impact on Daventry and along A45 through Flora Hill; trip end data is invalid as it's based on</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which</p>

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					<p>outdated 2011 census data therefore cannot be used to predict the effect of DS10; DS10 only subject to a limited Sensitivity Test which is not viable for such a significant allocation and the model should be extended, re-calibrated and re-analysed the entire draft Local Plan so that cumulative impacts across the network can be studied; Dunchurch crossroads a severe constraint on development in South West Rugby- Vectos advised any increase in traffic in the SW would be highly undesirable, limited capacity for additional improvements and recommend completion of South West Link Road at earliest opportunity and prior to this locate housing away from South West Rugby entirely; RBC ignoring aforementioned advice and seek to promote delivery of Lodge Farm early supported by interim improvement at Dunchurch Crossroads- interim is not identified in Local Plan, costed, modelled, subject to a heritage impact assessment,</p>		<p>assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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1712	Steven Anthony	NA	NA	DS10	DS10 does not meet Coventry's needs under the Duty to Cooperate to assist Coventry's housing need; removing the Walsgrave Hill Site and introducing DS10 will deliver only 825 homes 15 miles from Coventry within the plan period breaching the MoU; WDC plan failed to clear examination due to inadequate provision to meet Coventry's need resulting in proportion and geographical location, resulting on delays and allocation of green belt land adjacent to Coventry at Kings Hill and Westwood Heath; Local Plan not sound as it does not directly deal with RBCs obligations under the MoU	Remove DS10 and re-insert Walsgrave Hill Farm	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.
1712	Steven Anthony	NA	NA	DS10	DS10 contrary to NPPF Paragraphs 30, 34 and 38 as Lodge Farm is not adjacent to an urban area and does not include additional employment land; future residents would be required to travel throughout the sub-region for employment; public transport could be increased but car reliance likely		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed

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							<p>allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
1712	Steven Anthony	NA	NA	DS10	<p>No evidence the sub-housing market areas can absorb then housing proposed by DS10 over the plan period; existing sites slow to deliver due to lack of demand- former Rugby Radio Station Mast site is served by only 3 developers and is assessed to significantly under-</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are</p>

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					<p>deliver its 6,000 home capacity over the plan period; deliverability of the SW SUE within the first five years of the plan period not supported by the evidence in the draft Local Plan,</p>		<p>required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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1712	Steven Anthony	NA	NA	DS10	<p>DS10 is unsustainable as travel will mostly be by private car with little public transport-contrary to the principles of a garden village, DS10 is remote with no relationship to Coventry, Rugby or any main urban areas; due to the flat nature of the site DS10 will have a detrimental impact on the open landscape character of the area; no previous use or merit over other locations; DS10 lacks definition so would be open to infill and expansion</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
1712	Steven Anthony	NA	NA	DS10	DS10 contravenes NPPF Paragraph 17 due to its distance from the urban area, even with public transport increased to the area would still be car reliance, difficulties for walkers and cyclists;		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. The STA

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							<p>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, which are contained within the modification IDP.</p>

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1712	Steven Anthony	NA	NA	DS10	<p>SA lacks evidence, detail and was produced after the decision to include DS10 was made; at the point where RBC introduced DS10 as a replacement for Walsgrave Hill Farm no SA for DS10 was available; producing an SA after DS10 was included in the Local Plan suggests the evidence is being stretched to support the inclusion of DS10; DS10 is missing the following evidence: ecology, highways deliverability, conclusive transport assessment, Phase 1 Ecology Assessment, utilities assessment (sewer capacity/treatment), landscape assessment, heritage or archaeology, site investigation, agricultural land classification report, flood risk assessment and masterplan/development framework</p>		<p>The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA. All relevant service providers have 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.</p>

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1722	Jim Rowley	NA	NA	DS10	<p>Lodge Farm Garden Village is simply an opportunistic attempt to secure development value for land in the open countryside. It has no planning merit, and is not sustainable. It has not been accepted under the Government's 'Garden Village' scheme. The site previously proposed at Walsgrave scores better in planning terms.</p>	<p>Policy DS10 should be deleted from plan</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>

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1723	Jo Martin	NA	NA	DS10	Object to Lodge Farm proposals based on the following: detrimental impact on rural area due to adverse noise, traffic and light pollution; lack of senior schooling provision in Rugby; no evidence provided on extra safety and security needed if development so close to Onley Prison; little or no provision of public transport; increased traffic on A45 which is a high accident route; and, the contrived construction of a 'village' is not how communities are established and develop.	This type of development should be built to the north of Rugby where similar modern housing estates already exist and development would blend in better visually.	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. All relevant service providers have 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. 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. 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).
1772	Steven Anthony	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments

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					<p>actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>(contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1773	Albert Cotton	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. However, considers the SA is incorrect for example SA12 scoring should be revised as no FRA has been undertaken. Building on greenfield will impact neighbouring villages due to surface water run off especially into the Rainsbrook and Leam River. SA14 STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry;</p>	<p>Scrap DS10 altogether because it will create major problems than will alleviate them. Walsgrave Hill Coventry is the most alternative site mentionable. There is no contest Sustainable Green belt land trumps rural unsustainable development.</p>	<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumptions junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>

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1774	Adrian Jackson	NA	NA	DS10	<p>Disagrees with the SA scoring for Lodge Farm objectives 1-18 setting out reasoning why and revised scoring. Also sets out various conflicts of DS10 and the NPPF. Sufficient housing already in Rugby, in plan or development, brownfield development first, site is too far away from Coventry increasing car use and pollution, loss of valuable farmland when other sites such as the Rugby Radio Station could be developed, loss of habitat to wildlife, risk of flooding removing natural permeability of the land, new services and sewage treatment works will be required when and how will they be funded, road network does not have capacity for additional traffic, shops in Rugby are able to cope with total numbers proposed, no support by communities, no local employment opportunities for the residents to work in, local services will be swamped, question housing numbers, not in keeping with local communities and landscape, loss of countryside and air quality, congestion and noise pollution.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scoring is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1775	Andrew Taylour	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA4 and SA7 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1779	Emily Ledson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA9, SA11, SA12, SA14 and SA15 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>regeneration; and there is no certainty over the delivery of onsite GP and commercial space. Site will have a negative impact by using a green field site losing resources from the local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic and site will increase pollution and have a negative impact on air quality.</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1780	Fiona Lambie	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1782	Mr & Mrs G Callard	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1784	Helen Durnin	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1, SA2, SA5, SA11 and SA14 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services; houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture; site will not reduce crime or the fear of crime and already stretched resources of rural policing in RBC will have a negative effect; Site will not be suitable due to lack of public</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.		
1785	Jennifer Chapelle	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.

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1786	J M Twomey	NA	NA	DS10	<p>walking and cycling and safety.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
1787	Julia Jackson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA9, SA11, SA12, SA13, SA14, SA15, SA16, SA17 & SA18 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p> <p>Site will have a negative impact by using a green field site loosing resources from the local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic; Increased waste transportation; increased risk of fly tipping and impact on air quality. Site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics; site will increase pollution and have a negative impact on air quality; site will have a negative impact on vulnerable wildlife and farmland bird populations; site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site cause a major impact on the existing characteristics and reduce agricultural land.</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1787	Julia Jackson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA2, SA3, SA4, SA6, SA7, SA8, SA9, SA10, SA11, SA12, SA13, SA14, SA15, SA16, SA17 and SA18 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space. Site will have a negative impact by using a green field site losing resources from the local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic; site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics; site will increase pollution and have a negative impact on air quality and site will have a negative impact on vulnerable wildlife and farmland bird populations. Increased waste transportation; increased risk of fly tipping and impact on air quality; site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site cause a major impact on the existing characteristics and reduce agricultural land and site will negatively impact traffic congestion; encourage greenfield development and distract urban improvements.</p>		
1789	Liza Ablett	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1790	Sarah Jackson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA9, SA11, SA12, SA13, SA14, SA15, SA16, SA17 & SA18 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space. Site will have a negative impact by using a green field site losing resources from the local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic; Increased waste transportation; increased risk of fly tipping and impact on air quality. Site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics; site will increase pollution and have a negative impact on air quality; site will have a negative impact on vulnerable wildlife and farmland bird populations; site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site cause a major impact on the existing characteristics and reduce agricultural land.</p>		
1790	Sarah Jackson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA9, SA11, SA12, SA13, SA14, SA16, SA17 and SA18 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space. Site will have a negative impact by</p>		<p>throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements. The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation,</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>using a green field site loosing resources from the local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic; site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site will not promote relationships with town areas and the site will cause a major impact on the existing characteristics; site will have a negative impact on vulnerable wildlife and farmland bird populations and Comments relating to evidence for Lodge Farm site was made after a decision was made to allocate the site in place of Walsgrave. site will have a negative impact on vulnerable wildlife and farmland bird populations; site will negatively impact the surrounding area and villages; site will destroy some farmsteads; site cause a major impact on the existing characteristics and reduce agricultural land and site will negatively impact traffic congestion; encourage greenfield development and distract urban improvements.</p>		<p>these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1790	Sarah Jackson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
1791	Thomas Durnin	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA3, SA4, SA5, SA9, SA12, SA13 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1793	Philip Cox	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the</p>		<p>consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p> <p>The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport. Comments relating to evidence for Lodge Farm site was made after a decision was made to allocate the site in place of Walsgrave.</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1794	Susan Butler	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1795	Richard Good	BCQ Group Ltd	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA15 with the reasoning covering the following: Site will have a negative impact on air quality and increase pollution.</p> <p>STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p> <p>Comments relating to evidence for Lodge Farm site was made after a decision was made to allocate the site in place of Walsgrave.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p> <p>The SA has been undertaken in accordance with relevant regulations, consistent with guidance and best practice and it has applied a consistent approach to assessing reasonable alternative sites. Council officers utilised the SA of the spatial strategy options, the SA of all reasonable alternative sites, evidence gathered by the Council, the outcomes of consultation responses on earlier stages of the plan, and interpretation of national planning policy, to decide which sites should be included in the Publication Draft Local Plan and which should not. Once sites were selected for proposed allocation, these were then worked up as detailed policies in the Publication Draft Local Plan which were then subject to a further round of SA.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1796	Robin Ledson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in additional traffic through Dunchurch</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Further detailed ecological detailed reports will be submitted as part of any future applications. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide adequate affordable housing due to high infrastructure cost. Proposes revised SA scorings for SA9 with the reasoning covering the following: Site will have a negative impact by using a green field site losing resources from the local environment; increased consumption of building materials, then fossil fuels; no public transport and additional traffic. Proposes revised SA scorings for SA11 with the</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA15 with the reasoning covering the following: Site will have a negative impact on air quality and increase pollution.</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		
1797	Paul Barfield	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA4, SA6, SA11 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		
1798	The Occupier	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No Changes Required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1799	S Nicholls	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1800	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1800	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1800	The Occupier	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
1802	The Occupier	NA	NA	DS10	Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1805	The Occupier	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1807	The Occupier	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1811	A Ball	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1812	Mr A Inskip	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
1813	A Sheaf	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1813	J Sheaf	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>(contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1815	B Oates	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners</p>

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					<p>assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1816	B Sanderson	NA	NA	DS10	Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
1819	C Miles	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>(contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1821	C A Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1821	C A Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1821	C A Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1821	C A Thompson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2 and SA3 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture; site will result in additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>
1824	Dominique Issitt	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1826	D Truslove	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1826	D Truslove	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1826	D Truslove	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1826	D Truslove	NA	NA	DS10	<p>regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1827	Debbie Smith	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
1828	Dr Nicholas Watkins	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
1829	E Hewitt	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.		
1829	E Hewitt	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1829	E Hewitt	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1829	E Hewitt	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1830	Ewen Maclean	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1831	Elizabeth Woolfe	NA	NA	DS10	<p>Object to the Sustainability Assessment Framework Scores. SA1- Reduce Poverty: The proposed community would be isolated, the high cost of infrastructure would result in negligible affordable housing, the increase in executive style housing would increase social exclusion, the burden on limited rural facilities will increase disadvantage, SA2- Access to services, leisure and culture: No deliverable plan for services, leisure and culture. No facilities provided and leisure or culture and requirement for public transport links is not supported in the Infrastructure Delivery Plan. Access to facilities in neighbouring areas will be by car, proposed site for a GP surgery lacks funding to deliver it. SA3- Health: Additional traffic will increase air pollution, health facilities are not within walking distance. SA4- Affordable and decent housing: High cost of infrastructure and projected delivery of only 840 houses within the plan period will result in negligible affordable housing, no affordable housing provision provided in consultation documents, lack of public transport and facilities will limit the ability of low income families to live at Lodge Farm. SA6- Local economy: Residents will be forced to commute outside</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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					<p>Lodge Farm for employment increasing traffic in surrounding villages. SA7- Town Centre: Traffic congestion from the site will discourage residents from visiting the town centre and will consequently shop in neighbouring towns. SA8- Promoting regeneration: Site is isolated so does not assist urban regeneration, SA11- Climate Change: Increased traffic, no public transport provision and site incapable of operating as a self-contained rural settlement. SA12- Flood Risk: No FRA details provided despite potential for rainwater runoff. SA14- Sustainable Transport Network: Strategic Transport Assessment unsatisfactory as only covers Rugby Town not development site. RBC have already granted permission which would largely satisfy the housing requirement. Insufficient justification for Lodge Farm</p>		<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1832	F Anderson	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1834	Jan Boneham	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
1835	J Childs	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1835	J Childs	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>(contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1837	Joan Dennis	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners</p>

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					<p>assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1838	John Tautu	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to</p>

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					<p>no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1838	John Tautu	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1838	John Tautu	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1838	John Tautu	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1840	Lynda A Carey	NA	NA	DS10	<p>regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1840	Lynda A Carey	NA	NA	DS10	<p>GP, commercial space or public transport.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
1840	Lynda A Carey	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1841	Leslie Blezard	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
1843	Louis Bojko	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
1844	Malcolm Dennis	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1845	W Hall	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1845	W Hall	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1845	W Hall	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1847	P F Flipp	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1847	P F Flipp	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1847	P F Flipp	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1847	P F Flipp	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1847	P F Flipp	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1,</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1847	P F Flipp	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1849	Philip Jolley	NA	NA	DS10	<p>STA only includes Rugby Town, DIRFT and limited number of villages and fails to assess traffic impact from proposed development so no satisfactory assessment has been made; Rugby Wide Area S-Paramus micro-simulation model used does not extend southwards along the A45 as far as the proposed Lodge Farm allocation, does not include potential 'rat runs' through surrounding villages along Long down Road/The Ridgeway/Willoughby/Grandborough/Flecked etc. Given the proximity of the site to the A5, M1, J18 and J16, M40 and M6 the area assessed should extend to Daventry, and all villages in the area and taking account employment areas in Daventry; no evidence proposed spine road will mitigate traffic impacts on villages south of Dunchurch through to Daventry; complaint regarding lack of information provided after 2nd round of consultation in relation to highways report, RBC has rushed the local plan in an unprofessional manner,</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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1849	Phillip and Sara Jolley	NA	NA	DS10	RBC have not undertaken a Flood Risk Assessment for DS10. Flash floods occur in the Nene, Cherwell and Leam valleys causing floods in Flecked, Saw bridge, Wolfhampcote, Willoughby and Grandborough. If heavy rain affects the Rainsbrook Valley the Leam can flood affecting Onley, Grandborough, Kites Hardwick, Marton, Hunningham and Leamington Spa. Severn Trent release water from Draycote Water when the reservoir is bursting-exacerbating water levels causing a backup from the River Leam and River Rainsbrook.		DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
1850	P S K Gossant	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been

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					<p>area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1850	P S K Gossant	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1850	P S K Gossant	NA	NA	DS10	<p>Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.</p>		<p>No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1850	P S K Gossant	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1851	Paul Meigh	NA	NA	DS10	<p>Strongly opposed to the inclusion of this scheme in the draft plan, particularly in regards to its impact on the local environment, the disregard for building in rural open countryside and the fact that it is fundamentally an unsustainable proposal, especially considering there are better options available (i.e. Walsgrave). Consultation period inadequate, Site will be reliant on the private car to access jobs and services, negative impact on cycling& health, recommended timing of the Lodge Farm site as set out in the STA is ignored with the interim works at Dunchurch crossroads not being modelled or consideration been had to the historic environment, STA model area is not sufficient with it not considering impacts on surrounding villages and Daventry DC; impact on additional flooding in Leam Valley, site is not sustainably located with it not being adjacent to the urban area, impact on traffic on surrounding villages, Rugby will not be meeting its Duty by placing housing 15 miles away from Coventry, no evidence that the housing market can meet the need or target, existing permissions should be brought forward and no demonstrate that the site will increase supply. Cost of</p>		<p>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. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable</p>

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					<p>infrastructure will impact on affordable housing, onsite GP surgery is not feasible; impact on air quality at the Dunchurch crossroads, no plan for the delivery of public transport and the SA lacks evidence to support it. Revised scoring and reasoning for SA1,2,3,4,6,7,8,11,12 and 14</p>		<p>following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements. No change required.</p>
1852	Richard Ansell	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing</p>

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					<p>strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>
1853	Samuel Higginson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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					<p>cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1853	Samuel Higginson	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is needed when it is outside the development strategy and no evidence that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA1 with the reasoning covering the following: site will isolate communities due to lack of amenities; site will not provide adequate affordable housing due to high infrastructure cost, houses will not be suitable due to lack of public transport, the site will be a burden to existing services. Proposes revised SA scorings for SA2 with the reasoning covering the following: houses will not be suitable due to lack of public transport; the site will be a burden to existing services; site will necessitate the use of the private car, no certainty over the delivery of the GP and commercial space and there is no deliverable plans for Leisure and Culture. Proposes revised SA scorings for SA3 with the reasoning covering the following: site will result in</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>additional traffic through Dunchurch and through surrounding villages; the site will necessitate the use of the private car impacting on congestion and air quality; no certainty over the delivery of the GP and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA4 with the reasoning covering the following: site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities and executive style housing will further limit social integration. Proposes revised SA scorings for SA6 with the reasoning covering the following: limited employment opportunities in the area and the site will necessitate the use of the private car to access jobs. Proposes revised SA scorings for SA7 with the reasoning covering the following: increased traffic; traffic congestion; increased use of the private car to access services, leisure and cultural facilities; site has lack of public transport. Proposes revised SA scorings for SA8 with the reasoning covering the following: the site will isolate communities due to lack of amenities and the will not provide</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>adequate affordable housing due to high infrastructure cost. Proposes revised SA scorings for SA11 with the reasoning covering the following: Site will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail, services, leisure and cultural facilities impacting on congestion and air quality; lack of public transport; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. Proposes revised SA scorings for SA12 with the reasoning covering the following: no flood risk assessment or mitigating plans; no consideration of surface water flooding zones or susceptible to flooding areas; consideration of reduction of available space for SUDS deployment. Proposes revised SA scorings for SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; site will be a burden to existing services and additional traffic will impact walking and cycling and safety. RBC already granted permission to largely satisfy need. No explanation why those sites</p>		

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					cannot be brought forward. Walsgrave belatedly removed from plan. There is no evidence that including DS10 will actually increase delivery or delivery rate within the plan period.		
1854	Sandy Maclean	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1855	Stephen Grimes	NA	NA	DS10	<p>GP and commercial space.</p> <p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
1856	Stephen Natawidjaji	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
1857	Steve Preece	NA	NA	DS10	Objects to Lodge Farm (DS10) Proposes revised SA scorings for SA1, SA2, SA3, SA4 and SA12 with the reasoning covering the following: no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will be a burden to existing services and necessitate the use of the private car to reach them and leisure and cultural facilities; no certainty over the delivery of the GP or public transport; and the site will result in additional traffic through Dunchurch which is already an AQMA.		No change required. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.

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1857	Steve Preece	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1857	Steve Preece	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Proposes revised SA scorings for SA2, SA4, S12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at the surrounding nearby settlements; not been established that the spine road will mitigate the impact of traffic south of Dunchurch to Daventry; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP, commercial space or public transport.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
1857	Steve Preece	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
1858	T A Hewlett	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		
1875	Michelle Simpson-Gallego	Pegasus Planning	AC Lloyd / Persimmon	DS10	The policy should clarify the amount of dwellings deliverable within the plan period as opposed to the total capacity of the site beyond 2031. Concern that due to the required infrastructure it is unlikely that the 825 dwellings in the trajectory for this allocation will be delivered in the time envisaged.	A number of smaller sites should be identified to ensure housing delivery in the short to medium term.	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.
1875	Michelle Simpson-Gallego	Pegasus Planning	AC Lloyd / Persimmon	DS10	The policy should clarify the amount of dwellings deliverable within the plan period as opposed to the total capacity of the site beyond 2031. Concern that due to the required infrastructure it is unlikely that the 825 dwellings in the trajectory for this allocation will be delivered in the time envisaged.	A number of smaller sites should be identified to ensure housing delivery in the short to medium term.	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.

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1907	Martin Herbert	Brown & Co	Edward Walpole Brown	DS10	<p>This allocation, in preference to the allocation at Walsgrave Hill Farm, etc., is inappropriate. It is not a good sustainable location and is not a Garden Village site that has been identified in the recent Government announcement. Achieving what is suggested by way of a direct high quality public transport link between the site and the surrounding villages of Rugby and Daventry will be difficult to achieve and certainly when viewed in the context of the needs of Rugby and Coventry this is an inappropriate location for housing growth. It is not linked to major employment and other facilities as would be available in the site which we are promoting.</p>		<p>The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. All relevant service providers have 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.</p>
1907	Martin Herbert	Brown & Co	Edward Walpole Brown	DS10	<p>Regard should be had of the fact that we believe this site has not achieved Garden Village status in the recent announcement. Evidence of the local community and other support to this scheme should be made clear and evidence delivered as part of the Plan review process.</p>		<p>DS10 is proposed as a new Main Rural Settlement. The Local Plan seeks to allocate the majority new housing of sites to the urban area but as demonstrated through the SHLAA there is limited capacity.</p>

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1920	Richard Hayward	NA	NA	DS10	<p>DS10 is unsound, unsustainable and non-compliant with NPPF as: DS10 is in an isolated location reliant on private transport, traffic congestion and air quality implications for Dunchurch Crossroads and is reliant on the link road as part of the South West allocation; no employment opportunities nearby, no existing facilities and no bus service to access retail/leisure facilities; lack of detailed information on highways deliverability (no transport assessment), no phase 1 ecology study, no utilities assessment, no FRA,</p>	<p>Remove DS10 and allocate proposed houses closer to existing faculties</p>	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). All relevant service providers have 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</p>

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							document and has been updated at modifications LP54.116-140.
1978	Anthony and Susan Kember	NA	NA	DS10	<p>Traffic around Dunchurch will be exacerbated by proposed development, Dunchurch traffic lights already suffers from air quality problems; the proposed new bypass is supported but would be insufficient as traffic going to Daventry and Southam wouldn't use it; a new bypass at Disbar Field traffic island should be built joining up with the A426 Cock Robin roundabout. A link road should be built South West of Dunchurch taking traffic from the A426 Southam Road at Toft and linking up with Cock Robin roundabout; there must be a ban on HGVs through Dunchurch Village Centre, would be irresponsible for RBC to continue with the plan without addressing air quality issues; Warwickshire County Council Highways proposal to add an additional lane at Dunchurch crossroads will undermine the villages heritage by removing a listed structure; Dunchurch's infrastructure is currently neglected;</p>		<p>No change required. The STA identifies the strategic transport mitigations to support the plan with the South West spine road reducing flows through the Dunchurch crossroads. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). Further transport measures will be identified following the submission of planning applications.</p>

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1981	Martin Cull	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road.. The Council</p>

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							has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
1984	Mark Gray	NA	NA	DS10	No evidence that Coventry is incapable of accommodating their own housing need. The location of the site is questionable. Daventry District Council and Northamptonshire County Council have concerns that brownfield sites are not being utilised. Concerns in relation to the level of publicity the consultation had.	Remove DS10 and conduct new analysis of housing need	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The

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							<p>delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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1988	M A B Judge	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1988	M A B Judge	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Proposes revised SA scorings for SA14, SA12, SA4 and SA2 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access services, leisure and cultural facilities; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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2009	Mary Davies	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council</p>

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							has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
2011	Mathew Price	NA	NA	DS10	Concern that a new road network is required to support new development yet new roads will not be constructed until 30% of homes have been constructed. Traffic congestion and air pollution impacts on Dunchurch. Local Plan is poorly modelled using out of date models and case studies. Concerns in relation to traffic impacts of potential warehousing scheme in South West corridor and highway/pedestrian safety impacts on Coventry Road. Air, light and noise pollution from additional HGVs. Poor access to the town centre, railway and bus stations. Contrary to NPPF Paragraph 30 (congestion) and 114 (air pollution). Detrimental impact on landscaping, woodland and approaches to the town as well as the potential impact on the Conservation Area. Contrary to NPPF Paragraph 17. No		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). The interim measures of an additional lane at

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					justification provided for accepting some of Coventry's allocation. Objection to warehousing provision. Impact of Brexit not considered.		Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). All relevant service providers have 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. 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.
2011	Matthew Price	NA	NA	DS10	Concern that a new road network is required to support new development yet new roads will not be constructed until 30% of homes have been constructed. Traffic congestion and air pollution impacts on Dunchurch. Local Plan is poorly modelled using out of date models and case studies. Concerns in relation to traffic impacts of		The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>potential warehousing scheme in South West corridor and highway/pedestrian safety impacts on Coventry Road. Air, light and noise pollution from additional HGVs. Poor access to the town centre, railway and bus stations. Contrary to NPPF Paragraph 30 (congestion) and 114 (air pollution). Detrimental impact on landscaping, woodland and approaches to the town as well as the potential impact on the Conservation Area. Contrary to NPPF Paragraph 17. No justification provided for accepting some of Coventry's allocation. Objection to warehousing provision. Impact of Brexit not considered.</p>		<p>suggested that the road will not be delivered. No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated</p>

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							<p>sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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 suggest that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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2019	Mr and Mrs Halford	NA	NA	DS10	Rainsbrook Valley should be protected green infrastructure and not used for residential development		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.
2039	N. Verdonck	NA	NA	DS10	DS10 will put Grandborough at risk of flooding, River Leam unable to absorb existing rainwater, A45 suffers from flooding, more suitable locations for housing should be found, money should be made available to protect villages from flooding, countries such as Holland are increasing their flood plains to protect their citizens in reaction to climate change,		DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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.

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2040	Natasha Van Werkhoven	NA	NA	DS10	The proposed development at Lodge Farm will increase traffic through Barby and along Daventry Road, which is the main route to the Barby Primary School thus has road safety implications. Traffic on the A45 towards Coventry and Dunchurch will increase. The development is too large and will undermine the areas rural character.		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. 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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
2042	Nicola Prag	NA	NA	DS10	The plan conflicts with Paragraph 112 of the National Planning Policy Framework as it needlessly takes agricultural land.	The Plan needs to be completely re-thought as there is too much agricultural land being used for housing in a very small area. Any such development needs to be spread over a far wider area of the County to be sustainable and to have a less detrimental impact on communities.	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.

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2046	P M Bates	NA	NA	DS10	<p>DS10 should be re-considered. (NPPF Paragraphs 30 and 75) Section of A45 near DS10 proposal is an accident blackspot. Additional traffic on narrow lanes unsuitable. NPPF Paragraphs 120 and 124: Concerns in relation to congestion and air quality; NPPF 93-104: Flooding in adjacent villages high risk; NPPF 17, 58 and 126: This type of development inappropriate for established village; NPPF 52 and 70: Inadequate schools, doctors and hospitals to cope; NPPF 112: Site is farmland, not brownfield land; there are no jobs locally- houses should be built close to workplaces</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. Neall relevant service providers have 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. The selection of the allocated sites were</p>

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							informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.
2053	P J Wade	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the</p>		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning

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					<p>STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC The STA</p>

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							<p>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, which are contained within the modification IDP.</p>
2057	Peter and Maureen Morris	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meets its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Lodge farm, which will become a new main rural</p>

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					<p>Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. 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 Council has not received a DTC objection from Coventry City Council or Daventry District Council.</p>

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2070	Pat Miles	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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					cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.		greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.
2072	Paul Kilborn	NA	NA	DS10	Existing traffic congestion and poor air quality around Dunchurch a426/a4429 crossroad and the A4017; Rugby Borough Council's (RBC) Air Quality Report of 2016		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver

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					<p>(published in fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management) details that Dunchurch crossroad exceeds the NO2 [pollution] annual mean objectives; risk to children from air quality issues; effectiveness of South West link road over-estimated and will not offset traffic from additional development; traffic models from 2009 thus inaccurate; not to clearly address the DEFRA Local Air Quality Management (LAQM) guidance for local authorities to consider LAQM for new developments. The development are also contrary to stated objectives specified in RBCs the 2016 Air Quality Report (doc ref RBC-AQ-ASR-2016); inconsistent with NPPF Paragraphs 30 (reducing congestion), 30 (air quality) and 112 (agricultural land); agreement with Daventry District Council that development of brownfield land should be accelerated;</p>		<p>the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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2073	Paul Knee	NA	NA	DS10	<p>DS10 outside of towns development strategy; no justification in MOU for taking Coventry's housing need; no analysis as to how existing permissions could be accelerated such as through early delivery of infrastructure; A more focused delivery strategy would make better use of existing infrastructure and require less new infrastructure and would therefore have a higher chance of increased delivery than the more 'dispersed' approach that is being suggested;</p>	<p>Remove DS8 and re-consider whole plan</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
2079	R A Fricker	NA	NA	DS10	Impact of Brexit not taken into account, no justification for taking some of Coventry's housing need, allocation would require huge increase in rate of building- former Radio mast site has progressed slowly, no recognition of impact of developments at Ashlawn Road, Lodge Farm, at Bilton Grange on Rugby Rd, Dunchurch etc. concern spine road will not be available until half of the new dwellings have been built, existing congestion and air pollution issues in Dunchurch would be exacerbated, RBC should ensure developers speed up delivery of the former mast site, loss of prime farming land, proposed buffer insignificant, lack of 'joined up thinking' with other LPAs,	If development takes place, no houses should be built South of the spine road or South of Montague Road (which should be left as green space),	Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Comments noted regarding the timings of the spine road the interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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.

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2087	Richard Palmer	NA	NA	DS10	<p>Excessive highways congestion at Dunchurch crossroads as existing with associated air pollution impacts; DS8 inconsistent with NPPF Paragraph 124 on air quality and 30 on air pollution; excessive housing and employment allocation will strain local road network; link road not a viable alternative to driving through centre of Dunchurch; housing should be located adjacent to existing employment sites and highways such as Ansty Park; housing numbers in SHMA over-estimated as they are out of date and before Brexit; DS10 will halt development at Houlton (former mast site) as developers divert to Dunchurch which would be counterproductive in housing delivery;</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from</p>

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							<p>Daventry DC or Northampton CC. 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, which are contained within the modification IDP. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>
2088	Robina Sanders	NA	NA	DS10	<p>Concern over existing levels of air pollution, especially at the Dun Cow crossroads; not objected to previous smaller developments such as at Bilton Grange as need for controlled amount of new development but building on scale proposed would damage village; proposed spine road would only relieve traffic going to the A45/M45 from Cock Robin roundabout- people coming from Daventry would still go through Dunchurch, which Lodge Farm would exacerbate; proposed industrial estate at Cawston Spinney would exacerbate traffic and air pollution issues, with staff commuting through Dunchurch; impartiality of GL Hearn</p>	Remove DS8	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. Proposed Appendix 3</p>

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					questioned as acted on behalf of developer whilst working on SHMA; DS8 will result in coalescence between Cawston, Dunchurch and Rugby; poor links to town centre would result in majority of journeys being by car; DS10- no justification for taking 1,500 homes from Coventry's need outside of the development strategy, no justification provided in MOU, no explanation as to whether development of existing permissions can be accelerated; a more focused delivery strategy would make better use of existing infrastructure rather than 'dispersed' approach being suggested; no evidence increasing allocations will increase delivery;		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). The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
2091	Georgina Callard	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11,		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and

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					SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.
2092	Steve Haynes	NA	NA	DS10	Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>cannot meets its own need. Infrastructure plan is vague with number of uncosted proposals. Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. The South</p>

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							<p>West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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2097	Stephen Crosby	Rugby Ramblers	NA	DS10	Not received notification of the development as would normally do with planning applications, so not been given the opportunity to comment.		Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy.
2103	Edwin Baker	NA	NA	DS10	Policy DS10 we consider the boundaries ought to be reviewed and widened. In order for the plan to be sound it would need to be in accordance with para 182 NPPF , numbers will result in an under supply.		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.
2107	Toby Haselwood	Sworders	Edwin Baker	DS10	<p>Site submitted as part of the Strategic Land Availability Assessment 2015/16 'Call for sites'.</p> <p>Support that the Council will submit an expression of interest for a locally led garden village, in relation to DS10, with the support from the site promoter/developers of the new village.</p> <p>However, we consider that the boundaries of the site ought to be reviewed and widened to reflect the benefits that the additional land at Onley Grounds Farm can deliver which include;</p> <ul style="list-style-type: none"> • Future proofing sustainability with ability for future growth and to deliver access directly to the M45 and help unlock Dunchurch and Ashlawn Road transport issues • Physical boundaries around the site including the M45 the A45 and 	<p>In order for the Plan to be sound it needs to be in accordance with paragraph 182 of the NPPF which in turn is interpreted in paragraph: 021 Reference ID: 3-20140306 of the NPPG.</p> <p>We consider the numbers currently provided by the proposed publication draft will result in an undersupply of housing. The addition of this site would therefore assist in delivering further numbers and as such would increase the supply flexibility of the plan, making it more robust</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The</p>

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					<p>HM Onley Prisons</p> <ul style="list-style-type: none"> • Incorporation the former Blackley to Rugby railway line facilitating footpath and cycle linkage directly back to Rugby • Partially Brownfield site • Single ownership <p>A vision document for this is attached along with supporting technical reports as follows: Transport and Highways Appraisal - Bancroft Consultancy Preliminary Heritage Assessment - ChMs Consulting Ecological Scoping Survey – Stefan Bednar</p>	and less likely to fall into shortfall.	delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
2120	Michelle Simpson-Gallego	Pegasus Group	Peter Drakesford	DS10	DS10 indicates a dwelling capacity of 1,500 dwellings but 825 are identified in the Draft Housing Trajectory. Given the infrastructure required, delivery will not be in the short term.	DS10 should identify how many dwellings will be delivered within the plan period.	The housing target is not a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No alteration is required.

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2124	Thomas Crane	NA	NA	DS10	<p>Insufficient commitment to sustainability and environmental protection; town centre is declining therefore mixed-use developments should be a priority. Lodge Farm is against all principles of sustainability resulting in extra traffic, air pollution, a negative impact on wildlife and flood risk to neighbouring communities; no provision for dedicated cycle paths.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>
2126	Tony Garnett	NA	NA	DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of</p>

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					<p>plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are</p>

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							<p>considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP.</p>
2128	Terry Hughes	NA	NA	DS10	DS10 conflicts with NPPF Paragraph 112 as it needlessly takes agricultural land	Scrap DS10	<p>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.</p>

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2130	Mr & Mrs Merry	NA	NA	DS10	<p>Please register our letter as "A Protest" to the proposed plans for extended development in Dunchurch and its associated green fields. Your proposals ride roughshot over us The Villagers - your plans are so over the top that we are surprised that You collectively as so called "Planning Officers" can even contemplate ruining our village. It used to be a lovely place to live and bring up our children. Being a "joined up" village with several other areas is not to our benefit - we will lose all our identity. Coventry is certainly big enough and wealthy enough to take care of its own people and their housing needs. We do not need or want such plans to be passed. You are ruining our village completely - for financial gain and disregarding the People of Dunchurch and their views. We urge You to re-think your over-blown plans and listen - for once- to the Villagers.</p>		<p>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. 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</p>
2137	Timothy Coleman	NA	NA	DS10	<p>Concern in relation to traffic, pollution, removing village status, develop brownfield sites not greenfield</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which</p>

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							<p>assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP</p>

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2146	Rhodri Farthing	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council</p>

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							has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
2150	Michelle Simpson-Gallego	Pegasus Group	Lioncourt Homes	DS10	DS10 indicates a capacity for 1,500 dwellings, however 825 dwellings are identified in the Draft Housing Trajectory. Given the infrastructure required, concern 825 dwellings cannot be delivered within the plan period. Significant local opposition to the proposal is also recognised.	The policy should clarify the number of dwellings to be delivered within the plan period.	The housing target is not a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No alteration is required.
2160	Ross White	NA	NA	DS10	Past few months whenever I have had conversations with people from Barby, Onley, Grandborough, Willoughby, Flecked, Saw bridge and Woolscott no one has spoken in favour of the plan or even seen any positives in it.		Comment noted. However, no action recommended.

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2172	Robert Anstruther	NA	NA	DS10	<p>G. L. Hearn cannot be considered as impartial or objective therefore this assessment is unsound. Govt guidance states consultants should be independent. G L Hearne acted on behalf of developers for 600 homes in SW Rugby.</p> <p>Population projections treated as forecasts within SHMA which is contrary to government policy, no attention given to future economic conditions including Brexit. SHMA opted for high level of housing need despite high level of uncertainty. SHMA aiming for high level of housing despite uncertainty about future and naïve to links between people and jobs resulting in poor judgements with regard to commuting. Should not have taken unmet need from CCC no clear explanation in MoU</p> <p>IDP vague in respect of infrastructure, no costs, whilst assuming developers will pay. Targets almost impossible to deliver.</p>	Delete DS8	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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</p>

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2176	Stephen Allen-Short	NA	NA	DS10	Highway network already bad will get worse with proposed development. Serious issues air quality, in particular Dun Cow. This does conform to national policy. Economic forecasts changed since Brexit makes it difficult to believe development needed. Need to evaluate effects of developments already underway. No respect or consideration has been shown for the protection of Dunchurch.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
2187	Sarah Gray	NA	NA	DS10	Object to the Lodge Farm. No evidence that Coventry can't meet its own housing need. Why should RBC build 2,800 for CCC? Traffic congestion through Dunchurch will increase and school places still will be an issue.		Proposed Appendix 3 Infrastructure Delivery Plan has been amended following consideration of this consultation response and the updated Strategic Transport Assessment. DS9 and IDP mod updates ref LP54.46 - LP54.58 - and LP54.120 - LP54.123
2201	Robin Aird	NA	NA	DS10	Formal objection to the Local Plan due to its serious flaws affecting the sustainability of the town and		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market

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					<p>Dunchurch; not objecting to housebuilding but the scale of the development proposed; infrastructure provision is being treated as an afterthought; quality of life for existing residents being neglected in the drive for expansion; GL Hearn have acted on behalf of a developer within the South West broad location for a development of 600 properties whilst working on the SHMA so cannot be considered impartial or their conclusions as objective; national and derived sub population projections have been used to formulate the SHMA but they only provide estimates and assume a continuation of recent local trends in fertility, mortality and migration based on the trends of the period 2006-2012; Rugby's original SHMA figure was 26,300, reduced to 15,600 in 2013 and 9,000 in 2014- indicating massive uncertainty- Brexit not taken into account resulting in an inflated figure; Local Plan unsound as underlying figures not robust enough; number of dwellings built per annum is circa 440 per annum necessitating a 55% increase in the annual build rate to meet the housing trajectory- this is unrealistic given failure to reach recent targets thus the housing target is undeliverable; folly to allocate additional housing without</p>		<p>Area (HMA). No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which</p>

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					<p>exploring what can be done to accelerate housebuilding on the mast site; balance between sites inside and outside town now disproportionate; more focused delivery strategy would make better use of existing infrastructure, require less new infrastructure and have an increased chance of delivery compared to the existing dispersed strategy; developers directing development not Rugby Borough Council; the infrastructure delivery plan is vague for the scale of the development, a number of uncostered transport proposals and no information on number of schools and GPs; DS8 will create coalescence between Cawston, Dunchurch and Rugby; DS8 contrary to NPPF Paragraph 17; DS10 has poor links to the town centre and poor transport connections; even with public transport provision will be car dominance and strain on Dunchurch; Daventry District Council states development of brownfield land should be prioritised; needs of other authorities should only be considered when sustainable to do so, no justification as to why Coventry cannot accommodate the 2,800 dwellings within its boundary-further aggravated by RBCs decision to allow Prologis Park (Ryton) to be allotted to Coventry City rather than</p>		<p>assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household</p>

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					<p>being retained within Rugby; SHMA takes naive approach to links between employment and housing; discrepancies between consultants forecasts GL Hearn dismisses the findings of W.S. Atkins- preferring the fragile forecasts of Cambridge Economics and use out of date parameters which are most advantageous to their agenda; GL Hearn forecast 7,100 jobs 2011-2031, 79 ha (57ha for B8) however 3,000 have already been created and WSA forecast a requirement for only 34 ha (23ha for B8) which is a discrepancy and labour supply exceeds demand; "symmetry Park" conflicts with Thurlaston Conservation Area, represents piecemeal development and will damage Dunchurch; LP allocates over-provision of 40 ha; scale of proposed development in South West unsustainable, existing traffic congestion at Dunchurch, already approval for about 1,000 dwellings in the immediate vicinity of Dunchurch' air quality in Dunchurch breaches EU limits contrary to NPPF Paragraph 17; studies linking poor air quality to poor health quoted; remodelling Dunchurch crossroads insufficient, based on inadequate data and additional traffic poses road safety risk;</p>		<p>projections are the starting point for arriving at housing need.</p>

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2204	Sheila Porter-Williams	NA	NA	DS10	<p>Consultant bodies such as GL Hearn, WS Atkins, Saville Bird Axon, Vectos etc. are planning to destroy the area between Dunchurch and Thurlaston with a huge industrial complex similar to DIRFT; close proximity to Draycote Water and Thurlaston Conservation Area; industrialisation of the landscape will turn Dunchurch into 'urban sprawl' and constitutes a renewal of 'ribbon development', a concept rejected in the 1950s for defiling vests watches of land until the peoples popular movement of the "greenbelt" stopped the onslaught; DS8 will result in coalescence between Dunchurch and Rugby; DS10 is not of benefit to Rugby but constitutes Coventry's overspill; DS10 will not meet the needs of first time buyers as each household will have two cars and be dependent on cars to travel to work-first time buyers will be priced out of these homes due to the rising cost of infrastructure and ever rising cost of travel; Dunchurch already sees daily traffic jams whilst on street parking from new houses on St Peters Church narrows the road and causes dangerous overtaking; during morning and evening rush hour traffic jams up to Sainsbury's; proposed "Symmetry Park" with car park with 1,840 spaces will mean a permanent traffic jam unto the</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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					intersection by the Dun Cow which the proposed alterations in the centre of Dunchurch will not address; these 3 unsustainable schemes are ill-conceived-agreement with the majority of people from Dunchurch, Bilton, Rugby and outlying villages that the Local Plan needs review		junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
2207	Simon Patrick Judge	NA	NA	DS10	Concerns in relation to pollution levels in Dunchurch especially the Dun Cow crossroads, questions in relation to commitment to reducing pollution and meeting European standards, objection to Local Plan due to its disproportionate size, pollution impact, traffic impacts and lack of credible guaranteed additional infrastructure provision		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
2210	Stephen Griffith	NA	NA	DS10	Oppose building school and road behind/beside respondents property; concern expressed that house will be devalued.	Change the position of the road and move the school to another location	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which

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							<p>assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP. Concerns noted - No change required.</p>

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2218	Shirley Gale	NA	NA	DS10	Making a massive mistake if you allowed this to go ahead. Need to add up properties that permission has been given for already in our borough , wait and see the effects of Brexit and reassess the needs then. I know that you have very little control over policy, as I am sure that you would not be considering the desecration of a beautiful area if you did, but maybe pressure should be put on your bosses, the people who do have control and that pressure could be brought by yourselves.		Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Comments noted - No action required.
2219	Steven Fancourt	NA	NA	DS10	DS3.4 (mast site), proposed new train station at Hillmorton Junction positive, policy GP3 and contraction of town centre boundary positive but concern around cumulative negative impacts; lack of climate resilience policy; misrepresentations within the SHMA and not supported by comprehensive infrastructure strategy; WCC transport plan inadequate and will lead to decline in quality of life for residents; baseline data and assumptions for transport, economy and housing, RBCs choice of consultants, dates when outputs were produced and conflicting growth studies of concern; absence of robust funding mechanisms to provide level of infrastructure required by NPPF; loss of productive agricultural land close to the town centre; DS8 non-		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of

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					<p>compliant with NPPF Paragraphs 17, 30, 34, 35, 37, 57, 58, 69, 70, 73, 73, 75, 120, 124 and 75, DS8 represents opportunistic housebuilding when the mast site has only achieved a small number of completions in years; unacceptable that 1,500 homes would be completed without infrastructure in place; DS10 is unsustainable and contrary to NPPF Paragraphs 17, 30, 34, 35, 37, 52, 58, 70, 75, 95, 120 and 124 and not planned in collaboration with Daventry District Council who have objected; significant adverse cumulative effects especially adding Ashlawn Road to the Borough-wide picture; lack of flexibility towards greenbelt policy to the West of Rugby, RTPI have called for rethink of greenbelt policy, original reasons behind allocating greenbelt land have little meaning today, outdated greenbelt policy resulted in loss of sustainable location at Walsgrave and its replacement by DS10; consultation of January 2016 lacked transparency; detailed negotiations have proceeded with developers and landowners regarding allocations that have not been carried out in an open, legally compliant and democratic way; county transport plan and Air Quality and Strategic Environment Assessment appendices flawed due to a disconnect between</p>		<p>Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. The STA June</p>

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					<p>timescales, baseline data, projections, assumptions, the source of adequate funding mechanisms, clarity of vision over the Rugby area, responsibility and governance; WCC Local Transport plan is up to 2026 not 2031 which is inconsistent with the plan, the Changing Travel Behaviour (CTB) strategy (focused on reducing car usage) is contrary to DS8, DS10 and Ashlawn Fields which are founded on car use; Rugby-wide area model is outdated, Trip End Model NTEM vs. 6.2 is outdated; Local Plan overlooks SEA with gaps in information, baseline and severe environmental impacts from poor growth: CO2 and air pollution levels likely to rise due to inadequacies in the LTP, environmental effects of transport system likely to worsen in the future baseline; increasing congestion likely to impact negatively on landscape, townscape and biodiversity; LTP strategies scored as uncertain and will impact environment: changing amount of traffic in sensitive areas, through direct land take impacts on ecology and heritage; high degree of uncertainty regarding delivering transport schemes, DS8, DS10 and Ashlawn Road developments especially on Dunchurch Crossroads; no options for Dunchurch bypass in plan- plan should alleviate current</p>		<p>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, which are contained within the modification IDP.</p>

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					<p>air quality and congestion issues; Plan incomplete as water cycle study not complete; HS5 lacks sustainable foundation- cumulative effects on air quality- rather than individual developments- should be considered including the impact of longer journey times from development in unsustainable locations e.g. Lodge Farm- development should be positioned to limit car movements; town centre dying due to development of Elliot's Field- plan should include support for conversions of upper floors of buildings; senior school in the North of the town required; failure to take into account impact of Brexit;</p>		
2229	Barry Sanders	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is</p>	Delete Policy DS8	<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous</p>

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					<p>welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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2230	Brian Smith	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council</p>

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							has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
2238	Bob & Margaret McAulley	NA	NA	DS10	<p>No accurate and dependable analysis of roads and appropriate traffic infrastructure plan which is required to be considered as an integral factor of the Local Plan. WCC who have this responsibility have said no such plans will be available before mid-February at the earliest, a month after the current consultation ends. Grandborough Parish Council Parish Plan Survey (carried out in September 2016) show results that 87% of respondents said they did not wish to see such a large development which certainly does not meet local needs. Doubtful that affordable housing would feature and if it did the limited bus service would mean no suitable transport to get people to work.</p> <p>Provision of good quality local services – not likely to happen until enough houses have been built – if ever. Dunchurch village crossroads is</p>		No change required. The justification of Coventry City’s unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick’s local plan. The IDP is a live document and has been updated

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					<p>already a proven air pollution hot spot. More traffic from this proposed development can only make this situation worse added to large amounts of traffic to and from Onley Prison and the marina which is under construction will also add more traffic to the problem. We urge Councillors to look at the shambolic traffic on the Leicester Road where shoppers enter and exit the shopping areas – soon to be made even worse by 9 more shopping outlets!!</p> <p>Flooding in the area happens already – so mass new housing can only make this situation worse for Grandborough village.</p> <p>The hamlet of Woolscott will cease to be a hamlet as this proposed development adjacent to Woolscott would swallow up Woolscott.</p> <p>Dunchurch, a historic village would cease to be a village also.</p> <p>We urge all Councillors (our representatives) to reconsider the number of houses it says need to be built over the term of this proposed plan.</p>		<p>Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply</p>

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							<p>throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>
2242	Chris and Rosaline Barfield	NA	NA	DS10	<p>Not against growth but the Council should undertake a resident survey establishing work location, times of employment, shopping locations, types of shopping and housing need. With this data it will be known where growth should go this could lead to the release of green belt should this be location identified. Build where the carbon footprint would have less damage and where you build true affordable housing. This data should be added to where the school, gaps and hospitals are located. Better to let small village communities grow at a manageable pace with mixed housing provision in all locations rather than impose a</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the</p>

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					<p>soulless village in open countryside. Grandborough in the last 40 years has seen the settlement grow by 40% but growth in keeping with the character and community spirit.</p>		<p>housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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2255	Charles Chimes	NA	NA	DS10	<p>Site is isolated will result in reliance of the private car impacting on congestion and air quality, access to site not agreed and reliant on delivery of the SW link road. No facilities, retail, services or leisure nearby further increase in car use. Scale of site will not deliver local centre and site cannot be delivered early. Lack of highway deliverability; no ecology, utilities and flood risk assessment.</p>	<p>Remove DS10 from the Plan. Housing allocation should be nearer to existing and proposed employment areas where substantial facilities and amenities are available without residents having to travel by private car to enable compliance with the NPPF</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							<p>junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5 and all relevant service providers have 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.o change recommended.</p>
2258	Elizabeth Meigh	NA	NA	DS10	<p>strongly opposed to the inclusion of this scheme in the draft plan, particularly in regards to its impact on the local environment, the disregard for building in rural open countryside and the fact that it is fundamentally an unsustainable proposal, especially considering there are better options available (i.e. Walsgrave). Site will be reliant on the private car, impact on additional flooding in Leam Valley, impact on traffic on surrounding villages, Rugby will not be meeting its Duty by placing housing 15 miles</p>		<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the</p>

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					<p>away from Coventry, no evidence that the housing market can meet the need or target, existing permissions should be brought forward and no demonstrate that the site will increase supply. SA lacks evidence to support it and provides revised scoring and reasoning to SA1,2,3,4,6,7,8,11,12 and 14</p>		<p>most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
2259	Janie Pitcher	NA	NA	DS10	<p>Question the independence of GI Hearn. SHMA treats forecasts as projections with not taking account of Brexit or varying economy. Taking unmet need should only be done so when sustainable. IDP highway infrastructure uncosted and expected to be delivered by developers alongside the provision of GP and school's the numbers of</p>	Site should be rejected	<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning</p>

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					<p>which are unknown.SA is biased and should be undertaken by an independent body with comments on SA1,2,3,4 and 12. The Plan will result in significantly more traffic but the network is already congested. SW employment site will result in significant traffic movement and modifying Dunchurch crossroads will not cater for the growth planned for there will also be an impact on air quality. SW rugby will decimate Dunchurch. STA insufficient does not extend south to the site, take account of employment in Daventry DC, believe that Rugby has failed duty with Daventry and Northamptonshire on the STA.</p>		<p>authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure</p>

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							<p>the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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2263	Ann-Marie & Simon Benton	NA	NA	DS10	<p>Object to the Lodge Farm plan. No need to take on Coventry's housing quota as there is no evidence that they can't meet this need themselves. The location of the development is questionable. Daventry District Council and Northamptonshire County Council have concerns on this development. They have stated that they have not been adequately consulted and Daventry District Council have openly stated that the use of brownfield sites should not be accelerated in this manner without more consideration as it has the potential to damage the countryside.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, the proposed</p>

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							allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Discussions with Daventry and Northampton Councils have been ongoing and they have not stated they have had inadequate consultation. The STA update factors matters discussed with the Council's.
2265	David Haley	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the</p>		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The South West link road is identified by the

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					<p>STA and extent of the RWA model used in STA.</p>		<p>STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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2266	Alan Woolfe	NA	NA	DS10	<p>Object to the Sustainability Assessment Framework Scores. SA1- Reduce Poverty: The proposed community would be isolated, the high cost of infrastructure would result in negligible affordable housing, the increase in executive style housing would increase social exclusion, the burden on limited rural facilities will increase disadvantage, SA2- Access to services, leisure and culture: No deliverable plan for services, leisure and culture. No facilities provided and leisure or culture and requirement for public transport links is not supported in the Infrastructure Delivery Plan. Access to facilities in neighbouring areas will be by car, proposed site for a GP surgery lacks funding to deliver it. SA3- Health: Additional traffic will increase air pollution, health facilities are not within walking distance. SA4- Affordable and decent housing: High cost of infrastructure and projected delivery of only 840 houses within the plan period will result in negligible affordable housing, no affordable housing provision provided in consultation documents, lack of public transport and facilities will limit the ability of low income families to live at Lodge Farm. SA6- Local economy: Residents will be forced to commute outside</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. These sites alone will not ensure the housing target is met within the plan period and a continuous supply of housing cannot be achieved. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. 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 Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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					<p>Lodge Farm for employment increasing traffic in surrounding villages. SA7- Town Centre: Traffic congestion from the site will discourage residents from visiting the town centre and will consequently shop in neighbouring towns. SA8- Promoting regeneration: Site is isolated so does not assist urban regeneration, SA11- Climate Change: Increased traffic, no public transport provision and site incapable of operating as a self-contained rural settlement. SA12- Flood Risk: No FRA details provided despite potential for rainwater runoff. SA14- Sustainable Transport Network: Strategic Transport Assessment unsatisfactory as only covers Rugby Town not development site. RBC have already granted permission which would largely satisfy the housing requirement. Insufficient justification for Lodge Farm</p>		

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2271	Andy Turtle	NA	NA	DS10	Lodge Farm is in the wrong place and contravenes NPPF Paragraph 30 (congestion), excessive car journey should be avoided (30, 34, 37, 95), air pollution (120, 124) , facilities not within walking distance (30, 34, 37, 75,95), distance to schools (30, 34, 37), character of nearby settlements 17, 58), no community support for the development (52), fails to provide community facilities, threat to the open countryside thus threatening wildlife (Paragraphs 57,58,69,70,73,74,109,114-119,112).		No change required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, containing a local I centre, GP surgery and primary school.

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?	C A Hallam	NA	NA	DS10	<p>Objection to Lodge Farm. Accept that there is a need to comply with the NPPF to boost the supply of housing. RBC have granted enough planning permission to satisfy allocation. Absence of assessment of why provision needs to be made on a greenfield site in a location outside of the development strategy to achieve compliance with the NPPF. The Plan acknowledges the significant supply of existing permissions/allocations and how this is expected to be delivered. It does not explain or provide analysis of why delivery of the existing allocation and infrastructure connected with it could not be brought forward. Without this the addition of DS10 cannot be justified. Further there is no evidence that including DS10 will actually increase delivery or delivery rate within the plan period. The site at Walsgrave Hill Farm has belatedly been removed from the plan. This allocation would have provided a more sustainable site which would meet the housing overflow from Coventry which Rugby agreed to meet. The decision to remove it is contrary to the argument that additional allocations are necessary or justified.</p>		<p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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109 & 305	Amber Collings	NA	NA	DS10	<p>Extra air pollution in Dunchurch, already existing traffic congestion in Dunchurch and Rugby, safety concerns in the village due to narrow footpaths and increase in traffic, many historic houses in Dunchurch which will be affected by vibration from increased traffic, degradation of the stone work from pollution. Question the need to build so many houses and industrial units in this area as I am aware of units being vacant and the jobs in the area could not sustain a housing development of this scale. The industrial units proposed would lead to extra-large vehicles using the village – the units (if required) would be better placed around the DIRFT site, the A5 area or Magna Park all with better infrastructure and with the already agreed housing, a good resource of labour.</p>		<p>No change required. The STA identifies the strategic transport mitigations to support the plan with the South West spine road reducing flows through the Dunchurch crossroads. Further, local highway mitigations will be identified through planning applications for sites. The allocations of employment site she allocation of employment sites are required to ensure that the Council's locally identified employment target can be met.</p>
1083 or 1512	Dr J Stocker	NA	NA	DS10	<p>Object. Counter to local and national policy and not required to meet identified housing needs. Draft plan does not meet the NPPF key test in that it is not positively prepared, justified, effective or consistent with national policy. Excess requirement</p>		<p>The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continues 5 year land supply throughout the plan period.</p>

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1083 or 1512	Dr J Stocker	NA	NA	DS10	Lodge Farm lies within the Leam Valley, an area with a high water table and subject to regular flooding. Building development of the proposed size can only deflect water onto neighbouring land and watercourses, exacerbating existing problems. Additionally, Great Crested Newts, a protected species, are endemic to the Leam Valley so a specialist survey of the Lodge Farm site will be required.		DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
1083 or 1512	Dr J Stocker	NA	NA	DS10	Of total, 2,200 already provided by March 2016 leaving a further 10,200. Sites for 9346 already have planning permission - over 91% of the requirement - yet the Council only anticipates 5636 (60%) will be completed within the next 15 years. Two conclusions from this - there is insufficient demand to warrant completion of this number and thus the Council's target is excessive, or that the Council intends to develop additional sites without fully exploiting those which already have planning consent, which is illogical.		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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. The Housing Trajectory is based on an assessment of average build rates taking into account developer capacity and any identified site constraints.

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1083 or 1512	Dr J Stocker	NA	NA	DS10	Wrong development 'Garden Village' is a planning euphemism for a housing estate even if, like most large housing estates, it contains (as yet undefined and not guaranteed) local facilities. The Council proposes to place this housing estate on currently productive agricultural land, unconnected to any existing settlement or facilities, despite the Local Plan itself stating that it "...will not generally allow for new-build housing to be provided outside the limits of any defined settlement..."		Lodge Farm is proposed as a new Main Rural Settlement. 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. 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.
1083 or 1512	Dr J Stocker	NA	NA	DS10	The Local Plan places development of rural villages above that of the countryside in its Settlement Hierarchy, yet it eschews development of existing villages in favour of an entire housing estate in the open countryside. This is clearly at variance with both local and national policies.		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. The development strategy is to focus the majority of development within the Rugby Urban Area, then Main Rural Settlements. The new Main Rural Settlement at Lodge Farm will enable housing delivery to meet the Councils obligation to have a 5 year land supply.

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1083 or 1512	Dr J Stocker	NA	NA	DS10	The Plan notes that “Countryside locations...are generally unsuitable for development ...The only anticipated variations to this approach will be the exceptional delivery of housing to meet a specifically identified housing need...intrinsically appropriate to a countryside setting.” The Lodge Farm proposal is meant to meet Coventry’s housing needs, which have nothing to do with a ‘countryside setting’. The Council is proposing to act in a manner directly counter to its own (and national) policy.		The Walsgrave Hill Farm site is no longer proposed for development as Lodge Farm represents a deliverable site outside of the green belt, thus exceptional circumstances for greenbelt release cannot be demonstrated. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
1083 or 1512	Dr J Stocker	NA	NA	DS10	The size of the proposed ‘Garden Village’ (a future Main Rural Settlement) is governed, not by housing need, but the “...amount of development necessary to ensure the viable delivery of the levels of infrastructure required...” This is a circular argument: A new village is required so that it’s big enough to be a new village.		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.

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1083 or 1512	Dr J Stocker	NA	NA	DS10	<p>SA1 Reduce/eliminate poverty, disadvantage and social exclusion - The remote nature of the site makes it unsuitable for low-income residents and affordable housing.</p> <p>SA2 Provide good quality local services, leisure and cultural opportunities with good access for all sections of the community – There is no deliverable, funded plan for adequate local services and public transport.</p> <p>SA3 Promote/improve health of the population and reduce health inequalities - There is no assured plan for additional medical facilities and an increase in air pollution adjacent to the existing A45 trunk road is inevitable.</p> <p>SA4 Provide affordable and decent housing, which meets the needs of the Borough – The site will provide only commuter accommodation and is unsuitable for affordable housing.</p> <p>SA5 Reduce crime, fear of crime and anti-social behaviour - This development will have no positive impact and is remote from a police presence.</p> <p>SA6 Promote/enable a strong, stable and sustainable local economy – An isolated housing estate will have little if any impact on employment. It will simply be a commuter estate.</p> <p>SA7 Promote the vitality and viability of the town centre – This will do</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.</p>

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					<p>nothing for Rugby: Daventry is more accessible from the Lodge Farm area.</p> <p>SA8 Promote the regeneration of urban areas – A new Main Rural Settlement will do nothing to regenerate existing urban areas.</p> <p>SA9 Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables – Development of productive agricultural land in an area subject to flooding is directly counter to this objective.</p> <p>SA10 Minimise waste and manage it sustainably - The development will require waste collection on a substantial scale from a site some distance from Rugby.</p> <p>SA11 Reduce the Borough's contribution to climate change – The reliance on private transport inherent in a new rural settlement runs directly counter to this objective.</p> <p>SA12 Avoid, reduce and manage flood risk – A substantial development in an area of high water table and frequent flooding runs directly counter to this objective.</p> <p>SA13 Conserve and enhance the historic environment, heritage assets and their settings – The current rural and agricultural setting will be degraded by the presence of a new</p>		

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					<p>housing estate. The Council is also overlooking some opportunities to enhance existing settlements, where appropriate.</p> <p>SA14 Promote a sustainable and accessible transport network – The Lodge Farm site would generate an increased requirement for road traffic – mainly private – for which no provision is made.</p> <p>SA15 Reduce all forms of pollution - The inevitable increase in pollution, particularly from greater road traffic, runs directly counter to this objective.</p> <p>SA16 Conserve and where possible enhance the Borough’s biodiversity, flora and fauna – Development of a greenfield site runs directly counter to this objective.</p> <p>SA17 Maintain and where possible enhance the quality of landscapes – A new housing estate surrounded by open agricultural land runs directly counter to this objective.</p> <p>SA18 Maintain and where possible enhance the quality of townscapes – The proposed development will do nothing towards this objective.</p>		

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1083 or 1512	Dr J Stocker	NA	NA	DS10	<p>Key tests The inclusion of Policy DS10 within the Local Plan fails all four of the NPPF key tests for soundness:</p> <p>a. Positively prepared – The Local Plan proposes a substantial over-supply of housing and as such does not meet objectively assessed requirements. The Lodge Farm site is in exactly the wrong place to meet Coventry City’s housing needs.</p> <p>b. Justified – The planned over-supply of sites cannot be justified and there are better alternatives to Lodge Farm, including Walsgrave Hill Farm and the full exploitation of sites that already enjoy planning permission.</p> <p>c. Effective – The inappropriate location of Lodge Farm means that cross-boundary working with Coventry is not being achieved. Development of a site that does not yet have planning consent, whilst under-developing sites with permission, militates against housing delivery within the timescale of the Plan.</p> <p>D. Consistent with national policy – DS10 breaches numerous paragraphs of the NPPF: 23 – promote competitive town centre environments. 24 – Accessible sites that are well connected to the town centre. 30 – Sustainable modes of</p>		<p>The Local Plan is considered sound, as outlined in the Soundness self-assessment. 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 selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. 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.</p>

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					<p>transport.</p> <p>34 – Need to travel will be minimised.</p> <p>35 – Priority to pedestrian and cycle movements.</p> <p>37 – Minimise journey lengths.</p> <p>47 – An additional buffer of 5% provision.</p> <p>49 – Sustainable development.</p> <p>50 – Affordable housing.</p> <p>52 – Support of communities.</p> <p>54 – Local circumstances and affordable housing.</p> <p>66 – Take account of the views of the community.</p> <p>74 – Existing open space.</p> <p>100 – Increasing flood risk elsewhere.</p> <p>103 – Flood risk is not increased.</p> <p>112 – Agricultural land.</p> <p>113 – Affecting protected wildlife.</p> <p>115 – Conserving landscape.</p> <p>120 – Development is appropriate for its location.</p> <p>122 – Acceptable use of the land.</p>		
1083 or 1512	Dr J Stocker	NA	NA	DS10	<p>Summary The Local Plan contains several entirely sensible measures to address Rugby's and Coventry's future housing needs. The glaring exception is Policy DS10. The proposed development at Lodge Farm is both inappropriate and unnecessary. I urge the Council not to waste further time and effort pursuing this ill-considered idea.</p>		<p>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 selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous</p>

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							supply of housing to meet the housing target.
1083 or 1512	D Edie	NA	NA	DS10	Of even greater concern is that this "village" will serve as a precursor to further development (an additional site has already been proposed in close proximity to DS10) which will turn Dunchurch into a large town, thereby unalterably changing the face of the countryside and quality of life in this area for the worse.		The Housing Trajectory identifies that the entirety of DS10 will not be developed within the plan period. 8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.
1083 or 1512	D Shaw	NA	NA	DS10	NPPF para 60 requires Local Planning Authorities plan for "sustainable inclusive and mixed communities" with "a mix of housing". Analysis of SA would strongly suggest DS10 is expensive executive estate in the countryside possibly appealing to commuters looking to relocate (to 'countryside') with immediate links to the Motorway and for early starters to Rugby Railway Station.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
1083 or 1512	D Shaw	NA	NA	DS10	Main beneficiaries of Lodge Farm proposals are those whose pockets would become line as a result.		Comments noted - No action required
1083 or 1512	Brenda Church	NA	NA	DS10	Questions why the Walsgrave site has been replaced by Lodge Farm. Lodge Farm site is remote farmland with no relationship with Rugby or Coventry urban areas- unlike Walsgrave which is close to the	Remove lodge farm policy ds10 from the local plan and replace it with the Walsgrave site	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					<p>hospital, built up areas and industrial sites.DS10 unsustainable reliant on private car and bus service limited, open to infill and expansion unlike Walsgrave which is well defined. NPPF sustainability ranks higher than Green Belt. DS10 does not comply with NPPF para 30,34,37,95,120,75 and 124.</p>		<p>year land supply throughout the plan period. Therefore further allocations are required. he selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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1083 or 1512	Brenda Church	NA	NA	DS10	Cannot believe that Lodge Farm was voted onto the Local Plan in July 2016 without an EIA. The site is open countryside on well-established farmland with a number of species of birds, mammals and invertebrates. Therefore DS10 is unsound goes against NPPF para 112 and 114-119.	Remove lodge farm policy ds10 from the local plan and replace it with the Walsgrave site	No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
1083 or 1512	Brenda Church	NA	NA	DS10	Questions why the Walsgrave site has been replaced by Lodge Farm. Lodge Farm site is remote farmland with no relationship with Rugby or Coventry urban areas- unlike Walsgrave which is close to the hospital, built up areas and industrial sites.DS10 unsustainable reliant on private car and bus service limited, open to infill and expansion unlike Walsgrave which is well defined. NPPF sustainability ranks higher than Green Belt. DS10 does not comply with NPPF para 30,34,37,95,120,75 and 124.	Remove lodge farm policy ds10 from the local plan and replace it with the Walsgrave site	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. he selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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1083 or 1512	Michael Church	NA	NA	DS10	Contravenes NPPF Paragraph 126, 129, 132-138 as undermines historical significance of the environment, in contrast to the Walsgrave Hill Farm site which is adjacent to two industrial sites and the City of Coventry.	Remove Lodge Farm and replace it with the Walsgrave Hill Farm site	The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.
1083 or 1512	Lorraine Geddes	NA	NA	DS10	Sufficient planning permissions already granted to satisfy housing allocation. No assessment as to why greenfield land needs to be used nor how infrastructure would be brought forward. No evidence allocating DS10 will increase housing delivery. Walsgrave Hill Farm would have been more sustainable		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
							<p>throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
1083 or 1512	D Harper	NA	NA	DS10	Very small country roads already very busy. Spoil the countryside of and surrounding hamlet of Woolscott and Grandborough		<p>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. 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).</p>

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1083 or 1512	Jennie Boonham	NA	NA	DS10	Support proposal for Lodge Farm as the site is not green belt, not close to a heritage asset such as Come Abbey and the site doesn't have the same flooding issues that Walsgrave Hill Farm does. Development at Walsgrave would result in urban sprawl from Coventry.		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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.
109 & 305	Marilyn Greenwood	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that</p>		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help

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					<p>RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>maintain a five year land supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
1455 & 1900	Louise Steele	Framptons	DB Symmetry, Taylor Wimpey, Gallagher Estates, Richborough Estates and	DS10	<p>Parties consider that the South West Rugby allocation can deliver a higher number of units within the Plan period than currently forecast by the Council and it is the Parties initial view that Lodge Farm can only be delivered after the relevant infrastructure has been delivered at the South West Rugby allocation, i.e. later on in the Plan period. Therefore</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning</p>

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			Warwickshire County Council		to make the plan effective and deliverable over its period, the trajectory for Lodge Farm should be reviewed as any shortfall of delivery from housing at Lodge Farm could be addressed through earlier delivery at South West Rugby.		<p>authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure</p>

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							<p>the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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1455 , 1900 & 2109	Louise Steele	Framptons	SALFV	DS10	<p>It is not considered that development on the site is fully justified, it is not the most appropriate site. Furthermore, the allocation of the site has not been on the basis of proportionate evidence. Council acknowledge that the STA requires additional work as stated in Officers Report to the Full Council on 15th November. Questions over deliverability with the Lodge Farm vision document including no information on phasing or delivery. The IDP sets out no cost for the site's infrastructure. Lodge Farm reliant on large infrastructure, education and highway provided by others namely the SW Rugby Allocation. Scant information provided to demonstrate that the site is available, suitable and viable for development. Without this information, the Council cannot conclude that the site is deliverable. There is little prospect of early delivery of the site mitigations and infrastructure of the site may hinder 5 year supply. Issues of a new settlement, being in an isolated location, means that schools and health facilities need to be provided in the early phases otherwise there will be a total reliance on car to access existing primary schools for example. Services need to be provided to the site this could</p>	<p>Requested that this residential allocation is deleted and the supporting text for the policy is deleted from the Publication Draft Local Plan.</p>	<p>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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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. All service providers have been included and no changes are required.</p>

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					<p>impact on viability and land values. STA doesn't provide sufficient details as to the impact of the site, sustainable access strategy provides little details as to the scheme proposed and its deliverability costs, highway mitigation reliant on large scale infrastructure provided by others, given the amount of unknowns in terms of location, form and scale of highway infrastructure required to deliver the site it is impossible to know the impact on the viability and deliverability, no interim solution have been assessed to enable the site come forward before the SWLR and this may not be deliverable given the Dunchurch Crossroads. WCC identify a number of transport mitigations that have not been costed, signage strategy to deter movement at the Dunchurch cross roads suggested but this has not been fully formed or tested. WCC also acknowledge that there will be impacts surrounding villages, but suggests that the promotor should be responsible for doing so. It is not clear as to whether the additional assessment will be covered in their revised traffic assessments when finally completed. Mode consultants have costed the transport mitigations and these alone question the viability of the scheme. A draft financial viability</p>		

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					<p>appraisal for the site has been undertaken and the residual land value of £40,000,000 is considered to be below market value which will likely result in the removal of affordable housing from the site. Site should not come forward until the SWLR is provided in full this would result in the site commencing in 2026 and delivering 345 dwellings within the plan period making little or no contribution. Site does not accord with NPPF para 151 with it not being sustainable, it is remote with no relationship with Rugby urban area with travel being predominately by private car with very little public transport, contrary to the principles of garden village. There are no employment opportunities located nearby and no existing facilities in walking or cycling distances eg schools, community facilities, shops therefore residents would need to use their car to access leisure and shopping needs. The SA places a large and disproportionate reliance on two existing bus stops as allowing residents access to employment opportunities etc. without the reliance on the car. SA places an over emphasis on the proposed mitigations for the site. Also highlight Daventry DC concerns about the SA scoring for the site. Considered that the site does not</p>		

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					constitute sustainable development as set out the NPPG and NPPF nor is it conformity with GP2 in that development should be focused in the urban area or extension to. . Fundamentally the site is remote and has no relationship to Rugby or Coventry urban area. The site is in an unsustainable location, where travel will be predominantly by private car with very little public transport.		
242 & 1904	Margaret O'Donnell	NA	NA	DS10	Left blank	Remove DS10	No Comment Required
293 & 293	17 Brooks Close	NA	NA	DS10	Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being

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					<p>flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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334, 1503, 1778	D Watson	NA	NA	DS10	<p>Policy should be much firmer on additional development along A426 which is already unable to cope with traffic. Removal of ability to turn North on the M6 to the M1 at Catthorpe has resulted in this road being the only route to the M1. Permitted developments at gateway have further put strain on the road and the M6 Junction 1 roundabout. As Dirft 3 gets under way, further traffic will be generated on to A426. Proposed extra housing would similarly have none of the above and contradicts DS5 as DS6. Consideration should be given to a ban on further developments which would add traffic to this road.</p>		<p>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 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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490 & 1946	Alan Hughes	NA	NA	DS10	Site is unsustainable with no work nearby, nearby sites prone to flooding, located on the a45 which high crash route and there will be a high volume of traffic.		No change required. The site is located is not located within flood zone 2 or 3 and future planning applications for the site would need to accord with local and national policy ensuring that flood risk is not increased as a result of the development of the site. WCC highways have informed the allocations of the Local Plan and not raised the route as being an areas that cannot accommodate growth due to safety concerns.
516 & 1861	Whiteacres	NA	NA	DS10	<p>Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period.</p> <p>Walsgrave Farm is a more sustainable site to meet the overflow from Coventry.</p> <p>Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to</p>		<p>No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p> <p>Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy</p>

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					flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.		requirements.
677/783	Jane Hancock-Morgan	NA	NA	DS10	Lodge Farm is not sustainable contrary to SA 11 to reduce the contribution to climate change as all occupants will need a car and no employment on site. Also contrary to SA15 as more travelling increasing pollution. Spine road to mitigate development will still result in people looking for the shortest routes		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. Proposed Appendix 3 Infrastructure Delivery Plan and DS9 have been amended following consideration of this consultation response and the updated Strategic Transport Assessment

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677/783	Jane Lucy Hancock-Morgan	NA	NA	DS10	<p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>(LP54.46 - 54.58 and LP54.120- 124).</p> <p>No change required. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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721/1668	Jay Bates	NA	NA	DS10	<p>Object to development at Lodge Farm due to capacity of local roads and dangerous traffic on A45. Pollution levels and congestion in Dunchurch will be much worse. Risk of flooding will be higher, especially in Grandborough which already floods in heavy rain. Type of development will not fit in with existing area. Local facilities do not have the capacity for these extra people. There are no local jobs and families will need to travel long distances by car to work.</p>		<p>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. 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). DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. All relevant service providers have 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.</p>

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852 & 2261	D Cooper	NA	NA	DS10	Objection. Lodge Farm proposal has come as surprise to local communities affected. Outrageous to limit consultation to 6 weeks, falls short of normally recommended guidelines. And leave Council open to criticism at judicial review.	Object to inadequacy of environmental information contained in the local plan. Only two documents - Draft Habitat Regulations Assessment (HRA) and the Local Development Framework - Habitat and Biodiversity Baseline Report".	Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy.
852 & 2261	D Cooper	NA	NA	DS10	Object to 1500 houses into undeveloped countryside between Willoughby and Grandborough without any proper provision for the necessary infrastructure to make such a development sustainable. Not for the benefit of the inhabitants of Rugby District but to help Coventry out of a hole. And will fail to achieve intended result. No Coventry people in their right minds will want to have to commute from the back end of the county to get back to Coventry where the jobs and facilities are.	Object to the closing of this consultation without such essential information as the WCC traffic assessment and the revision of the Sustainability Assessment having been made available for public comment.	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

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
852 & 2261	D Cooper	NA	NA	DS10	Urge to provide further 6 week consultation period.	Long and convoluted report proving that the Rugby Local Plan will have no detrimental effect on Ensor's Pool in Nuneaton or a minor river catchment in Leicestershire, Derbyshire or Staffordshire, while only managing to mention Lodge Farm site about once in 80 pages.	Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy.
852 & 2261	D Cooper	NA	NA	DS10	Second document is well out of date and consists of small maps with no supporting text information on sites noted. Lacking evidence that anyone has looked at or recognised the environmental quality of the landscapes and habitats of the proposed Lodge Farm site. Past 50 years bird populations suffered catastrophic decline. Area is of varied agricultural land with significant features, and valid consideration of its relative importance to birds and other populations ought to take ethos evidence into account. Local Plan has no idea of environmental value of the Lodge Farm site.		No change required. Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. 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. The site is considered capable of meeting its policy requirements.

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852 & 2261	D Cooper	NA	NA	DS10	Destroy individual character of at least 5 adjacent settlements including Onley and where have just produced a Neighbourhood Plan which specifies the need to maintain good separation between communities (NPPF 17, 58). Proposal lacks entirely any community support and will be vigorously opposed at all stages (NPPF 52)		DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications whilst DS10 is physically separate from the nearest settlements. Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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.
1442	Rohan Torkilsden	Historic England	NA	DS3 & DS4	Historic England note that both these sizeable allocations were considered and adopted as part of the Core Strategy in 2011 and since then planning permissions have been granted.		Comment noted. No change.

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1176	Peter Quinn	NA	NA	DS1 & DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals. STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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					<p>dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>
255	Samuel McGaw	NA	NA	DS1 & DS3	<p>Objection to allocation as land is within green belt when there are more suitable sites elsewhere contrary to CP1; scale of development will overwhelm Ansty; major development of local amenities would be required e.g. new school, GP surgery etc.; increased traffic flow e.g. HGVs; reduces buffer between Ansty and Coventry and risks setting precedent; Ansty risks coalescence in the same way how Walsgrave on Sowed was absorbed into Coventry</p>		<p>Comment noted. The draft Local Plan does not propose allocation of SHLAA sites S10645. No change recommended.</p>

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1452	Public Health Warwickshire	Public Health Warwickshire	NA	DS1 & DS3	<p>It will be important that frequent and reliable bus links are up and running as soon as people move into these sites and essential services and amenities are accessible and appropriate. New housing development designed with older and disabled people in mind would make them safer and more accessible for older people. DS1 and DS3 - Short local journeys by private motor car could be reduced by offering active transport alternatives. These will need to be safe reliable. Frequent and reliable buses or other transport schemes such as total transport. Community transport and car sharing could be promoted. Safe and well-designed streets with wide pavements and clear street signage. Measured miles distance markers within green spaces.</p>		<p>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. Warwickshire County Council are putting together a Public Transport Strategy. No change to Policies</p>

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1452	Public Health Warwickshire	Public Health Warwickshire	NA	DS1 & DS3	<p>It will be important that frequent and reliable bus links are up and running as soon as people move into these sites and essential services and amenities are accessible and appropriate. New housing development designed with older and disabled people in mind would make them safer and more accessible for older people. DS1 and DS3 - Short local journeys by private motor car could be reduced by offering active transport alternatives. These will need to be safe reliable. Frequent and reliable buses or other transport schemes such as total transport. Community transport and car sharing could be promoted. Safe and well-designed streets with wide pavements and clear street signage. Measured miles distance markers within green spaces.</p>		<p>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. Warwickshire County Council are putting together a Public Transport Strategy. No change to Policies</p>

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1866	Gary Stephens	Marrons Planning	Gallagher Estates Limited and David Wilson Homes (East Midlands) (GE/DWH)	DS1 & DS3	Question whether the unmet need figure of 2,800 is sufficient given the following; Coventry City Council housing figure has not been test; Nuneaton and Bedworth BC have not agreed to 4,020 as set out in the Coventry and Warwickshire Housing MoU; and Warwick District Council's plan being subject to examination. The Plan should have 10-20% of 11,000 dwellings in reserve or as contingency sites that would be released to meet any further unmet need ensuring that the Plans are flexible to changes in line with NPPF para 14.	Policy DS1 and Policy DS3 should therefore be amended to include the provision of additional homes in order to provide sufficient flexibility to adapt to circumstances where there is unmet need within the Housing Market Area, either as allocations or as reserve sites	The figure of 2,800 is considered sufficient as it is contained within the Maua MoU distributes the OAN across the HMA to ensure it is met within the HMA. Although NBBC are not signatories of the MoU, RBC is of the view, from limited inspection of NBBC evidence that NBBC can deliver their contribution of the OAN as identified within the MoU. CCC housing number has now been tested as EiPs. Warwick DC has also been tested at EiPs. The HT has been revisited following the Publication Consultation following the annual monitoring of housing returns and consideration of representatives of proposed allocation and permitted sites. Modification LP54.115 shows there is now over 20%.

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1118	David Penn	Coventry & Warwickshire Chamber of Commerce	NA	DS1 & DS4	<p>Concern that local authorities process for establishing employment allocations relies too much on demographic and labour force projections and not enough on market signals and market intelligence. The C&W sub-regional target of 714ha (cf. MOU) is grossly inadequate. Due to plan periods beginning in 2011, a time when the economy was still impacted on by the recession, levels of demand relied upon to set employment allocations are significantly understated against real business needs and land supply figures are already out of date. Supply indicates there is only one site (Coventry Gateway) in or near Coventry that could be available for major manufacturing inward investment to 2031. RBC should plan for significant growth of employment land available by removing land from the Green Belt near existing Ansty Park site (between Ansty/Rolls Royce site, M6, A46 and planned housing site at Walsgrave) through the Local Plan process, or as a minimum safeguarding this land for additional sub-regional employment needs beyond 714ha.</p>		<p>The evidence base (Rugby Employment Land Study 2015) does consider the performance of the local economy in the context of the recession of 2008-2013. Forecasts used from Cambridge Econometrics in December 2014 were consistent with actual jobs growth observed by ONS between 2011-13; in this respect the evidence base is clear that the methodology for projecting labour demand did not underestimate jobs growth for the entire plan period due to the effects of the recession. The provision of employment land in Rugby Borough to address a shortfall in meeting sub-regional strategic employment needs, arising from the unmet needs of Coventry City, has been addressed through Duty to Cooperate and the Coventry & Warwickshire Employment Land MoU agreed in 2016.</p>

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1438	Bill Blincoe	Coventry & Warwickshire Local Enterprise Partnership (LEP)	NA	DS1 & DS4	<p>Evidence base is deficient and does not support the proposed distribution of development relating to housing and employment provision opportunities. The removal of strategic development proposals in the west of the Borough is a regressive step and contradicts evidence and the Council's own SA. Market Intelligence and signals point to a deteriorating supply of employment land across many sectors of the market. They also point to increasing difficulties of finding affordable accommodation to meet the needs of small and medium enterprises wishing to expand. The draft proposals are largely silent on these vital local economic matters. Monitoring and land supply data seems out of date and employment land supply is less than that portrayed in the plan. The targets in Policy DS1 should be stated as minimum so that if conditions allow they can be exceeded. Believe that evidence base should be a focus for review to support overall strategy. Highlighted our support for growth around Walsgrave/Ansty area though we cannot be site specific; general area has good potential to fulfil role as sub-regional growth point supported by the Council's evidence. However same evidence is used to underpin</p>	<p>Overall the CWLEP would like to see a "re focus" of the overall strategy to take more account of both local and sub regional housing and employment requirements. While fully supporting the emphasis on the continued development of Rugby itself, we support the re-introduction of growth on the SE fringes of Coventry where there is long term growth potential, access to labour markets and ability to provide mixed use opportunities.</p>	<p>The Local Plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. The Local Plan sets out how completions, existing supply and proposed new allocations meet this target and therefore no further employment land allocations are considered necessary. An up-to-date employment land supply position is reflected in proposed Policy DS1 of the Local Plan as indicated by modification LP54.13 and further discussed in the Employment Land Background Paper (2017). Recent development of employment land on the edge of Rugby has been delivered at an expected rate and new allocations proposed are expected to have outline applications ready to be determined to coincide with adoption of the Local Plan. The provision of employment land in Rugby Borough to address a shortfall in meeting sub-regional strategic employment needs, arising from the unmet needs of Coventry City, has been addressed through Duty to Cooperate and the Coventry & Warwickshire Employment Land MoU agreed in 2016.</p>

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					<p>Lodge Farm proposal located 15 miles to the east of Coventry - if discrepancy not rectified the proposals will fail.</p> <p>Concerns over accuracy of data on employment land supply, many of allocations identified have been taken up at much greater rate than previously anticipated. This needs to be addressed and reflected in plan.</p> <p>Sub regional employment allocations at Ryton and Ansty have been successful and replacement land supply needs to be identified, including capacity for further major development based around existing developments. Important that RBC obligations as part of duty to cooperate identifies further land to fulfil sub-regional need, mechanisms for this already exist through housing and employment MOUs.</p> <p>Would like to see more focus in evidence base on delivery of major allocations, in particular timing and availability of new employment allocations. LEP be happy to assist in undertaking such an exercise.</p> <p>Significant shortfall of 'oven ready' serviced employment land throughout the CWLEP area.</p> <p>Allocations will be left to market forces and individual needs as to timing and release of land.</p>		

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2059	Pauline Pepper	NA	NA	DS1 & DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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</p>

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							has incorporated updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.

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2082	Roger Bailey	NA	NA	DS1 & DS8	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p>		<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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2083	Roger & Angela Bull	NA	NA	DS1 & DS8	<p>Objection: acknowledge need for housing although scale of plans too large; predicted requirements from years ago do not take into account the reduction of migrants from Brexit; no justification for taking some of Coventry's housing requirement; insufficient infrastructure- existing traffic congestion through Dunchurch; plans for new schools and health centres vague; loss of landscape value, productive farmland and ancient woodland; loss of recreational value;</p>		<p>Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. 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. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017). 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.</p>

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2233	Brian Bowsher	NA	NA	DS1 & DS8	<p>RBC in slavishly accepting the figures for housing need, employment and traffic flows produced by interested consultants has disregarded the effects on current residents and their environment. Main local issue bottleneck in Dunchurch and subsequent impact on air quality. RBC response is to build more houses surrounding Dunchurch, thereby losing identity as an historic village, create more HGV traffic by promoting the use of huge warehousing close to Thurlaston and Dunchurch which does not provide local employment. Over reliance on logistics should promote itself as engineering and innovation which it has a fine reputation for. RBC has no ambition for the town. DS1 and DS8 flawed figures need to be questioned before ruining landscape and good agricultural land. Brexit not taken account of. High quality jobs required to meet housing for local job creation. Severe traffic problems at the M/A45 roundabout, and with predominantly westerly winds the noise and air pollution effects on Thurlaston will be acute.</p>	<p>Review the housing, warehousing, and job creation requirements in DS1, DS8, DS9 and DS10, particularly in the light of Brexit. Provide detailed traffic analysis based on verified models, and validated against existing traffic flows using satnav information and large-scale traffic surveys. Review the current strategy for job creation.</p>	<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. Proposed Appendix 3 Infrastructure Delivery Plan and DS9</p>

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							<p>have been amended following consideration of this consultation response and the updated Strategic Transport Assessment (LP54.46 - 54.58 and LP54.120- 124).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. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>
2248	Cynthia Lines	NA	NA	DS1 & DS8	<p>The data used is not current and this wrong data has not been objectively assessed. The models used for housing, industrial warehousing and traffic systems, use incorrect models and the models used have not been validated or verified. Rugby radio station should be built out as opposed to green open spaces. Unclear why houses are built for Coventry and there are no jobs for the new residents. Increased traffic resulting pollution and damaging the environment with the consequential</p>		<p>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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. 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</p>

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					<p>effects on our health. Brexit not taken account for. Town centre vision is non-existent and is a ghost town. The house-building program (if it can actually be delivered) will increase labour supply to more than five times the extra labour demand. Presumably the excess will be commuters – but access to public transport is difficult. New schools are promised, but the timetable is vague; the same is true of other community needs such as health centres. Where are the doctors and teaching professionals coming from. There are chronic shortages now. The development of these essential services will lag the house building process. The area of open land between Rugby, Dunchurch and Cawston is a very valuable resource, containing good quality landscape, productive farmland and ancient woodland. Vague promises of buffers, the gap between the existing urban areas would be virtually obliterated by this massive development. The setting of the ancient woodland at Cawston Spinney would be irreparably damaged. Why is warehousing development required when neighbouring employment sits vacant. No account has been taken of Thurlaston Conservation Area. Development will also increase</p>		<p>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. 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).The justification of Coventry City’s unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of</p>

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					<p>noise, light and air pollution from the large number of day and night truck journeys in and out of the development, as well as the cars. Site is poorly located and despite public transport improvements it will be car dominated.</p>		<p>Warwick's local plan. No alteration proposed. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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2272	Ben Holmes	Oxalis Planning	Roxhill Developments Ltd	DS1, DS3, DS4 & DS10	<p>Consider that the employment figures should reflect cWLEP CBRE Study which is reinforced by a Savills report highlight that the need is greater than that set out in CW Employment Land MoU. If the CBRE figure is utilised Rugby BC should allocate land accordingly. Consider a consistent approach should be taken with neighbouring authorities in terms of allocating unmet need from CCC through extensions of the city. This approach will be more sustainable in line with the NPPF instead of allocating housing sites in locations away from the City which is unlikely to address the need in an appropriate location or in a form which will appropriately minimize travel and facilitate sustainable development. Consider that Lodge Farm is not sustainable and it will not sustainably meet the need arising from CCC. The site promoters Walsgrave Hill Farm site is more sustainably located to meet the CCC need, Consider Lodge Farm is not the most appropriate strategy (NPPF 182) when considered against reasonable alternatives. Masterplan of the Walsgrave site and supporting documents are provided that highlight that there are no constraints which would preclude development of the site and the site can be delivered in the plan period</p>		<p>The Local Plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. The Local Plan sets out how completions, existing supply and proposed new allocations meet this target and therefore no further employment land allocations are considered necessary. The provision of employment land in Rugby Borough to address a shortfall in meeting sub-regional strategic employment needs, arising from the unmet needs of Coventry City, has been addressed through Duty to Cooperate and the Coventry & Warwickshire Employment Land MoU agreed in 2016. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land</p>

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					<p>to meet the housing and employment needs of CCC. Set out the benefits of delivering of the site i.e. A46 improvements, blue light access and additional car parking for hospital. Consider that Lodge Farm is not as sustainable as the Walsgrave site to meet the unmet needs of Coventry, Lodge Farm will be heavily dependent on the use of the private car for access to work and leisure, located by over congested area, on a high risk crash route, no infrastructure present question the viability of the site, reliant on SWLR where there is significant amount of development proposed thus plan is not flexible, housing saturation in the south Rugby, Walsgrave site scores more favourable than Lodge Farm site and only when policy DS10 is SA it scores more favourably and if the Walsgrave site was also subject of a policy it would score more favourably, consider that the Lodge Farm DS10 scoring is not consistent, STA does not consider impact on DDC and no co-ordination with NCC therefore DTC has been failed in preparing the Publication Draft. Consider Walsgrave site should be allocated for 1,500 dwellings (DS3) and include an additional 55ha of employment land to meet the needs of CWLEP (DS1 and make reference</p>		<p>supply throughout the course of the plan. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. It is viewed that the site can achieve the policy requirements which will include a local centre, primary school, public transport and cycle networks. DS10 is considered to be deliverable and the site promoters have experience of the delivery of such sites. The housing</p>

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					in policy DS4)		trajectory for the Local Plan has been informed by site promoters and developers therefore it is viewed that it is achievable. The allocation the Walsgrave site would increase the employment land allocation beyond the assessed need would result in higher housing numbers which has not been agreed within the HMA. Further to this uncertainty still remains over the access arrangement for the site and there are heritage issues for the site.
49	Jennifer Millington	NA	NA	DS1, DS8 & DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that</p>		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). 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 selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.

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					<p>RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		

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981	Joan Ford	NA	NA	DS1, DS8 & DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals. STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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					<p>dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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982	Susan E Wright	NA	NA	DS1, DS8 & DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncosted proposals.</p> <p>STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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1559	Gordon Gray	NA	NA	DS1, DS8 & DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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1653	James Gray	NA	NA	DS1, DS8 & DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections are unsound and level of housing need is uncertain.</p> <p>Re: Policy DS1 - figure of 12,400 houses based on unsound data and assumptions. Information given on how infrastructure will be supported is poor.</p> <p>Re: Policy DS8 - concerns over Dunchurch crossroads and its junction capacity / air quality issues. Risk of children getting to school and access to GP surgery and St Cross hospital. Inadequate consultation with local services.</p> <p>Re: Policy DS10 - object to Lodge Farm plan as no evidence that Coventry can't meet its own housing need - why should we develop 2,800 dwellings on their behalf? Traffic congestion will increase and school places will still be an issue.</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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							<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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</p>

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							has incorporated updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
1975	Amber Collings	NA	NA	DS1, DS8 & DS10	Extra air pollution in Dunchurch, already existing traffic congestion in Dunchurch and Rugby, safety concerns in the village due to narrow footpaths and increase in traffic, many historic houses in Dunchurch which will be affected by vibration from increased traffic, degradation of the stone work from pollution. Question the need to build so many houses and industrial units in this area as I am aware of units being vacant and the jobs in the area could not sustain a housing development of this scale. The industrial units proposed would lead to extra-large vehicles using the village – the units (if required) would be better placed around the DIRFT site, the A5 area or Magna Park all with better infrastructure and with the already agreed housing, a good resource of labour.		No change required. The STA identifies the strategic transport mitigations to support the plan with the South West spine road reducing flows through the Dunchurch crossroads. Further, local highway mitigations will be identified through planning applications for sites. The allocations of employment site she allocation of employment sites are required to ensure that the Council's locally identified employment target can be met.
705	James Darcy	NA	NA	DS1, DS8 & DS9	Figures used to justify 12,400 target are extremely over optimistic and consultants have a vested interest in maximising housing numbers. Brexit will have an impact on projected housing requirements. Completely unacceptable to include requirement	Remove DS8 and DS9	Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure

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					<p>of 2,800 for adjacent authority, particularly as Walsgrave proposal has now been shelved. Current housing trajectory shows provision for 13,677 units which is an over provision and only allows for 40% and 60% respectively of units delivered on Rugby Radio Station and Rugby Gateway sites. Emphasis of RBC should be on securing the delivery of already approved sites before granting allocation for further development.</p>		<p>continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations.</p>

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1643	Jacqueline Bowsher	NA	NA	DS1, DS8, DS9 & DS10	<p>Concerned that sustainability of plan is seriously questionable and disregards the effects on current residents and their environment. Main local issue is traffic bottleneck and effects on air quality at Dunchurch. More housing around the village will mean it loses its identity, more lorry traffic will be created from huge warehousing close to Thurlaston which does not provide local employment.</p> <p>Re: spatial objective 4, Rugby has a fine record on engineering and innovation and needs to promote itself as such not a distribution centre.</p> <p>Policy DS1 and DS8 - figures are clearly flawed and may lead to ruination of landscape and good quality agricultural land. Developers will aim to build high value housing which without local job creation will lead to greater levels of commuting and traffic issues, particularly if warehousing proposals proceed early it seems likely that traffic problems at A45/M45 junction and noise/air pollution impacts on Thurlaston.</p>		<p>Policy has been formulated in relation to evidence base and is considered to be sound. Relevant statutory consultees have been engaged. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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.</p>

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2121	Michelle Simpson	NA	NA	DS1,DS3, DS4,DS7, DS8 & DS10	There is no requirement to review the SHMA, so the data may become outdated and given its prepared on a Housing Market Area wide basis, the authority has less control over when the assessments will be revised. The SHMA reviewed housing mix on a borough-wide basis and does not consider locational differences, which may influence dwelling provision on individual sites. Housing mix should be decided on a site-by-site basis rather than a blanket requirement.		The representations highlight concerns relating to the soundness of the plan which need to be explored through the oral part of the examination.
1908	Robert Gilmore	NA	NA	DS1,DS3, DS4 & DS10	Representation received for Walsgrave Hill Farm		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
1503	Dennis Watson	NA	NA	DS1,DS5 & DS6	Object to inclusion of additional 100 houses at Coton House under DS1. Existing development took place to ensure the future of the main house and other important buildings on the site. It was accepted that there are no local facilities in the site, no public transport, no access to footpath or cycle networks.		All sites submitted to the council through the SHLAA call for sites have been considered against the same SHLAA methodology to identify suitable, available and achievable options for allocation. All sites proposed are required to maintain a 5 year land supply throughout the plan period.

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411	Linda M Camplin	NA	NA	DS1,DS8	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals.</p> <p>STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure. Local Plan should focus on improving the area; should improve quality of employment rather than warehousing; should protect countryside;</p>		<p>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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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779	S Rushell	NA	NA	DS1,DS8 & DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
536	Clara Thompson	NA	NA	DS10 & DS3	Garden Village proposal is without support nppf para 30	remove lodge farm from the draft plan	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.
701	Emma Turtle	NA	NA	DS10 & DS3	Lodge Farm is not sustainable and will not provide affordable housing. All new residents will be commuters with cars increasing traffic and air quality issues in Dunchurch. New road will not be provided until 2026. Traffic wanting to travel to the M40 or Leamington will travel through Grandborough which is small village and narrow lanes. GP surgery and school proposed but does not mean it will built and staffed.	Replace Lodge Farm with the originally preferred plan to have the 1500 homes near Walsgrave instead, by making the developers build the mast site homes and rechecking the numbers on the required housing.	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.

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852	Dennis R Cooper	NA	NA	DS10 & DS3	Environmental information inadequate; HRA only mentions DS10 once; HBA outdated; UK Bird population suffered catastrophic decline; Local Plan does not know environmental value of Lodge Farm		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.
1351	Joseph A. Oliver	J Marine Ltd	NA	DS10 & DS3	Lodge Farm fails to meet the criteria for sustainable development. The proposal fails the social and economic dimensions of sustainability as it would harm the local rural economy and harm the health and social wellbeing of the local community. The combined proposals for S16046 and S16107 would add a further 1939 houses-taking the combined proposal to 3,688 dwellings in the open countryside. J Marine Ltd operates Dunchurch Pools Marina (formerly Barby Pools Marina) located at Onley Village adjoining the proposed development- representing an investment of £15 million, £750,000 GVA and 20 f/t jobs and 12 p/t, with additional £1,013,00 GVA and equivalent 45 f/t jobs in local economy. The flat nature of the existing landscape would make views of the development especially prominent and would affect the 'Grand Union/Oxford Canal Conservation Area' in Daventry District Council and the proposed development would be detrimental to Onley Deserted Medieval Village		Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from

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					(scheduled monument)- affecting the business due to its wider impact on tourism, which could have a knock-on effect on funding local parkland and footpaths.		Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
143	Chris Barfield	NA	NA	DS10 & DS3	HCA did not select Lodge Farm probably due to it not being sustainable. Preferred Options a better plan less objections and Government have changed thinking on Green Belt. Council cannot ask SA consultants to review the document to reflect the concerns raised by the public as the Council will be open to legal challenges		Lodge Farm has been subject to an SA. With Lodge Farm providing a developable site outside the green belt, RBC is unable to demonstrate exceptional circumstances for green belt release.
143	Chris Barfield	NA	NA	DS10 & DS3	Understand a vendor is not willing to sell therefore the site is not deliverable.		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.

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143	Chris Barfield	NA	NA	DS10 & DS3	Critiques SA giving detailed reasoning as to why scoring for SA1,4,11,6,2 and 14 have been scored incorrectly and gives revised scoring.		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
143	Chris Barfield	NA	NA	DS10 & DS3	Undertaken a RLV appraisal which considers that the site is not viable in its current form and to make it viable will be contrary to the Plan.		The Local Plan is supported by a Viability Testing exercise carried out by independent consultants.
166	Carl Harris	NA	NA	DS10 & DS3	Site will not have any leisure or cultural opportunities, public transport not listed in the IDP and no evidence that such provision will be deliverable. Increase the need to travel by private car. No guarantee that GP will happen. DS10 does not conform with NPPF para 30,34,37,95,120,124,30,75 and 40.	Remove Lodge Farm DS10 DS3.15 from the Local Plan and replace it with Walsgrave Hill Farm - more sustainable.	Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. The site is considered capable of meeting its policy requirements.

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306	Christine Green	NA	NA	DS10 & DS3	Development will lead to loss of agricultural land. Walsgrave site should replace the site as it is closer to Coventry and its facilities. Site will look alien and impact on the landscape, destroy the character of settlements and be a threat to open spaces. The site will increase flooding as result of development on agricultural land impacting nearby settlements due to surface water runoff. Site will result in rat running in rural roads that a narrow and prone to flooding. Increased air and noise pollution. lack of acceptance for the site which will be in an isolated rural location		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. DS10 is located within flood zone 1. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. All relevant reports and Surveys have been completed and submitted to relevant parties.
490 & 1946	Alan Hughes	NA	NA	DS10 & DS3	Lodge Farm is not sustainable as it is threat to birdlife migration route(conflict NPPF 114-119) , threat agricultural land being grade 3 (conflict NPPF 112) and fails to provide sufficient social housing after infrastructure costs .	Remove Lodge Farm from the Plan	No change required. The selection of the allocated sites were informed by the SHLAA, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. Any planning application for the site would need to accord with the local plan policies which will consider biodiversity and viability.

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490 & 1946	Alan Hughes	NA	NA	DS10 & DS3	Lodge Farm is not sustainable as it is threat to flooding of Willoughby and Grandborough, flood already due to low lying road and drainage system that cannot cope. Large development would make this worse due to run off and storm drains would run into the Rainsbrook which feeds into the River Leam leading to the flooding of the river (nppf reference 93-104)	Remove Lodge Farm from the Plan	The site is not located within flood zone 2 or 3 and future planning applications for the site would need to accord with local and national policy ensuring that flood risk is not increased as a result of the development of the site.
535	Heather McBreen	NA	NA	DS10 & DS3	The Council should consider 'green belt swaps' to protect villages in the countryside and allow areas around Coventry such as the Walsgrave Hill site to be developed. The road deliverability issue at Walsgrave has been resolved by the developer. A call for sites does not seem an appropriate or fair way of finding land for development. In addition to Walsgrave, sites at Heath Lane and Coal Pit Lane and the Lawford Aerodrome are good locations for housing. The water cycle study has not been published therefore it is not known if Severn Trent Water can supply new housing proposed. Technical traffic shortcomings are as follows: - The county council is still using 2009 census data and the results of the 2016 survey have not been included in the modelling they have done for the Local Plan; - The county council has not modelled the impact of all the extra		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target. 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. All relevant service providers have 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. 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

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					<p>traffic which would come from the South West Rugby “sustainable” urban extension on the A4071/straight mile junction; and</p> <ul style="list-style-type: none"> - The county council has not modelled the impact of the extra traffic the Lodge Farm development would impose on the A45 eastbound into Northamptonshire. - It has not taken into account traffic from Lodge Farm commuting through Grandborough to M40 Leamington Warwick Gadon Southam Banbury. 		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>

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690	Ant Mcbreen	NA	NA	DS10 & DS3	<p>Developments around villages should be small and few. Lodge Farm will not be affordable, meet any exceptional need or meet local housing need. Building the site is contrary to policy GP2, housing need identified no need within Grandborough and the village survey resulted in 87% against Lodge Farm. Lodge Farm site does not comply with definition of sustainable as it would result in the loss of agricultural land which conflicts with NPPF para112. Should build upwards in the urban area and brownfield sites not outwards causing urban sprawl and urban corridors. There will also be traffic impacts on the small nearby villages, crime might increase and fire & rescue will be unable to attend a far larger population in a rural location especially with services already stretched. Roads are dangerous and could get worse with increase number of houses. Heavy reliance on the private car resulting in more traffic in Dunchurch and in other villages, with restricted single track lanes. Will also result in more pollution in Dunchurch. Apart from the site itself it will not be safe for walkers, cyclist or riders (a45 high crash route and dangerous narrow unlit country lanes with no pavements). Development will</p>	Remove Lodge Farm	<p>No change required the allocation of Lodge Farm will result in a new main rural settlement which will contain a local centre, gap surgery and a primary school. The site will also benefit from public transport, cycleway and footpaths. The modified IDP sets out when infrastructure will be provided at the site and the costs. The emergency services have been consulted upon. WCC Highways have informed the Plan and have not indicated that the high crash route would not be a constraint on the site. The landscape character of the site will need to be taken account of through policy DS10 and NE4. Ecological impacts of the development would also need to be addressed through policy NE2. 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, which are contained within the modification IDP. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, the proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of</p>

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					<p>destroy character of existing settlements; fail to provide affordable housing; threat to landscape with it being viewable from a number of settlements; overbearing on nearby settlements; noise pollution concern; light pollution impact on migrating birds and wildlife; Walsgrave site is far more sustainable; IDP contains a number of unknowns and therefore the Plan is unacceptable when it is not known when infrastructure is required and by whom; STA not sufficient does not cover Lodge Farm area there will be transports movement through Grandborough; Daventry DC raised concerns about STA and the housing numbers might not be correct following Brexit vote. Walsgrave site should replace Lodge Farm with it being more sustainable to meet the overflow from Coventry City Council</p>		<p>housing to meet the housing target. 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>

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690	Ant Mcbreen	NA	NA	DS10 & DS3	<p>Development along the A45 will have air and noise pollution impacts on Lodge Farm and Dunchurch residents. Green Belt swaps should be considered to protect productive agricultural land and rural settlements from unsustainable urban development. Fitting that Government did not support the site as a Garden village. Why was another call for sites held when Walsgrave was already identified and it also understood the highways issues for the site have been addressed. Other sites must be available and more appropriate such as Blue Boar Farms and Lawford Airfield which are located off the A45 closer to Coventry. Not having a plan is better than having a bad plan. There are plenty of sites for developers to get on with that already have permission granted. Make the developers get on with those before annihilating more countryside.</p>		<p>Noise and air pollution concerns on the A45/ Dunchurch will be taken account of during the planning application stage through policy HS5. A further call for sites was undertaken to ensure that all potential alternative available land could be assessed prior to the next stage of the Plan production. Access to the Walsgrave site is dependent on Highways England work to the A46 which is not currently a committed scheme therefore timescales for its delivery are unknown. There are also heritage issues that are present for the site. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, the proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.</p>

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505	D Cotton	NA	NA	DS10 & DS8	<p>Conflicts with para 112 of NPPF as its needlessly takes agricultural land. To avoid air pollution caused by card conflicts with NPPF local plan policy paras 120, 124 Because the layout is bad for pedestrians Conflicts with NPPF local plan policy paragraph 35 Threat to open spaces Conflicts with NPPF local plan policy paragraphs 57, 58, 69, 70, 73, 74 Threat of Flooding Conflicts with NPPF local plan policy paragraphs 93-104 Garden Village proposed without community support Conflicts with NPPF local plan policy paragraph 52 Ignores Local History Conflicts with NPPF local plan policy paragraph 126 Fails to provide community facilities [or destroys existing community facilities] Conflicts with NPPF local plan policy paragraph 70</p>		<p>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. 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 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).DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with</p>

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							SDC5. No change recommended. 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. Lodge Farm is proposed to be a new Main Rural Settlement (MRS).
835	David Flavell	NA	NA	DS10 & DS8	SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals. STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. All sites proposed are required to maintain a 5 year land supply throughout the plan period. Makes provision for a larger housing land supply

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					<p>disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>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. 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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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2131	Dr Tom Mitchell	NA	NA	DS10 & DS8	<p>Dunchurch crossroads most polluted site in county; DS9 would alleviate this provided there was no new development- a road to the South of Dunchurch would also be beneficial providing there was no new development- congestion issues in Dunchurch should be rectified regardless of whether any new development takes place- new roads should be constructed before a single new house is built although even with roads in place new developments would cause huge problems; concern in relation to coalescence between Dunchurch and Rugby; Symmetry Park inappropriate whilst providing little employment; housing needs of Rugby have been greatly over-estimated- why did RBC agree to take some of Coventry's housing numbers? This is detrimental to the interests of Rugby's inhabitants and is unnecessary- RBC has a duty of care to its potential population; development of the mast site should be accelerated and encourage new housing in the centre of Rugby to help stop its decline; insufficient employment opportunities for thousands of new inhabitants resulting in commuting to Coventry this increasing traffic problems.</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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>

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852	Dennis R Cooper	NA	NA	DS10 & DS3	DS10 unsustainable with no infrastructure provision; too far from Coventry, Walsgrave site logical given proximity to Coventry; DS10 to exploit government funding; additional traffic on A45 contrary to NPPF Paragraphs 30, 34, 37, 95; would destroy identity of neighbouring settlements; no community support; flood risk;		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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.

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852	Dennis R Cooper	NA	NA	DS10 & DS3	Object to consultation as it lacks Warwickshire CC Traffic Assessment		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.
852	Dennis R Cooper	NA	NA	DS10 & DS3	Lack of consultation over DS10 leaving Council open to judicial review		Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy.
675	Brian Forbes	NA	NA	DS3, DS8 & DS10	Lodge Farm is not sustainable and will dramatically increase traffic and pollution. Spine road will not mitigate against the development as sat Nat will take the shortest routes through the village. Lorries already go through Dunchurch from Daventry to Coventry, even though they could use the M45. DS8 and DS10 unsound and inconsistent with the NPPF para 30 reducing traffic congestion and para 124 on air quality. They also remove farmland and destroy landscape (NPPF para 112 and 109). DS10 and sustainability 1500 homes in the middle of unspoilt rural farmland contrary to SA11 as all occupant will need a car. Cycle routes around the	Therefore the local plan should be improved by dropping these policies.	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will

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					<p>estate doesn't help anyone get to work in an environmentally friendly way, no employment on the site. SA15 will not reduce all forms of pollution. Trying to get an appointment at the Doctors is difficult and you have to wait ages for a hospital appointment. Bringing more residents to the area will make this much worse. No faith in housing figures and in particularly in view of Brexit, figures are widely estimated no attempt to show how the figures were derived. If the developers were forced to get on with building the Mast Site we would have all we needed. This site should be completed rather than offering the developers lots of sites.</p>		<p>become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>
774	H.R Allen	NA	NA	DS3, DS8 & DS10	<p>Object to very large amount of housing proposed at SW Rugby and Lodge Farm. The plan is not impartial or independent. A conflict of interest arises from WCC being a landowner and the Highways authority. Industrial development is proposed however DIRFT has a 10 year plan. It will make Dunchurch a suburb of Rugby and therefore lose its village identity.</p>		<p>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. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country</p>

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							<p>planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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783	Jane Hancock Morgan	NA	NA	DS3, DS8 & DS10	Concerns around existing congestion; Lodge Farm unsustainable with proposed spine road being ineffective; lorries use village as shortcut to Daventry thus avoiding M45; DS8 contrary to NPPF Paragraphs 30, 124, 112 and 109; Brexit not taken into account; housing numbers excessive and no details of how figure was calculated; mast site sufficient;		<p>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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

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786	Fiona Stevenson	NA	NA	DS3, DS8 & DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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794	Steve Hammand	NA	NA	DS3, DS8 & DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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805	Gordon Cross	NA	NA	DS3, DS8 & DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals.</p> <p>STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>
939	Melvyn Macartney	NA	NA	DS3, DS8 & DS10	<p>Concern in relation to coalescence, loss of amenity space, congestion, noise and air quality, agreement with Daventry District Council that brownfield development should be accelerated; SHMA consultants not impartial with inaccurate population forecasts, infrastructure insufficient, concern in relation to Dunchurch crossroads which exceeds EU air pollution limits; DS10 has poor transport links and 10,000 extra cars will exacerbate existing congestion; developing mast site should be prioritised; consultants numbers are flawed, not objective, not validated,</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council</p>

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					<p>not effective, not consistent, inadequate consultation, lack of transparency, Dunchurch is a conservation area and needs protecting, oversupply of housing given government objective of low net migration; warehousing is poorly paid so how will houses be affordable; insufficient infrastructure.</p>		<p>adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

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980	Guy Watt	NA	NA	DS3, DS8 & DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals.</p> <p>STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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996	R D Wattam	NA	NA	DS3, DS8 & DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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939	Melvyn Macartney	NA	NA	DS3,DS10 & DS8	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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783	Jane Hancock Morgan	NA	NA	DS3,DS8 & DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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784	Mrs Gooch	NA	NA	DS3,DS8 & DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals.</p> <p>STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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809	Dee Mills	NA	NA	DS3,DS8 & DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals.</p> <p>STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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817	Pat Miles	NA	NA	DS3,DS8 & DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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1462	Norman Lines	Thurlaston Parish Council	NA	DS4 & DS1	<p>Target should be based on Atkins (2014) Study which recommends 34 ha. Why is target raised from 79 ha forecast to 110 ha. Already 151 ha of land constructed or approved in the plan period so why is SW Rugby employment allocation required. Major sites such as Ansty, Ryton and DIRFT also provide employment opportunities for Rugby residents. Believe the plan will create 9,000 people who will have to find jobs outside the area.</p>		<p>The Local Plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. The Local Plan sets out how completions, existing supply and proposed new allocations meet this target, including where new allocations such as at Coton Park East and Rugby Radio Station (in addition to existing sites in supply) will be expected to provide for a wider range of employment development, including smaller units appropriate for B1 and B2 development, as opposed to the provision of larger B8 uses in particular at Rugby Gateway and the South West Rugby allocation. Rugby Employment Land Study (2015) explains how the jobs growth from 2014 Cambridge Econometrics forecasts is more strongly concentrated in B uses than the jobs growth derived from 2013 Cambridge Econometrics forecasts used in the Atkins Study, which principally explains the difference in land requirement.</p>

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1125 and 1403	Sylvia Jacques	Thurlaston Parish Council	NA	DS4 & DS1	<p>Concern about focus on jobs in warehousing. Lack of ambition for Rugby Borough. ELS estimate of B8 jobs need appears to be excessive. 95% of total FTE jobs growth in B uses assumes other sectors will not provide any jobs growth. Target should be based on Atkins (2014) Study which recommends 34 ha. Concerns over suitability of SW Rugby site for employment allocation.</p>		<p>The Local Plan target allows for flexibility in supply to deliver employment land requirements based on consideration of forecast jobs growth, increases to resident labour supply, and projections of past take-up rates of employment land. Policy is formulated in relation to the evidence base and is considered to be sound. The Local Plan sets out how completions, existing supply and proposed new allocations meet this target, including where new allocations such as at Coton Park East and Rugby Radio Station (in addition to existing sites in supply) will be expected to provide for a wider range of employment development, including smaller units appropriate for B1 and B2 development, as opposed to the provision of larger B8 uses in particular at Rugby Gateway and the South West Rugby allocation. Rugby Employment Land Study (2015) explains how the jobs growth from 2014 Cambridge Econometrics forecasts is more strongly concentrated in B uses than the jobs growth derived from 2013 Cambridge Econometrics forecasts used in the Atkins Study, which principally explains the difference in land requirement.</p>

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1530	Dr Edmund Hunt	NA	NA	DS5 & DS8	<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 >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 the policy goes further to ensure that large scale logistics developments</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>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 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</p>		

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					<p>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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220	Jay Greenwood	NA	NA	DS8 & DS10	<p>Concern in relation to potential impact on historic buildings and conservation areas. Proposed allocations would swamp the village bringing 25,000 extra people and 10,000 cars; concern in relation to existing congestion and pollution levels; DS8 unjustified. Agreement with Daventry District Council that brownfield development should be accelerated.</p>		<p>Works to the Dunchurch crossroads would be carried out by Warwickshire County Council Highways in collaboration with applicable statutory consultees. 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. 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).</p>

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220	Jay Greenwood	NA	NA	DS8 & DS10	Concern in relation to potential impact on historic buildings and conservation areas. Proposed allocations would swamp the village bringing 25,000 extra people and 10,000 cars; concern in relation to existing congestion and pollution levels; DS8 unjustified. Agreement		Works to the Dunchurch crossroads would be carried out by Warwickshire County Council Highways in collaboration with applicable statutory consultees. 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

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					<p>with Daventry District Council that brownfield development should be accelerated. Concern in relation to coalescence between Rugby, Dunchurch and Cawston; no justification for taking some of Coventry's allocation; SHMA is vague and unsound</p>		<p>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. 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). 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Lodge Farm been subject to an STA.</p>

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305	Marilyn Greenwood	NA	NA	DS8 & DS10	<p>The proposed level of housing is too high as almost 7,000 dwellings (50 Bilton Grange, 1,500 Lodge Farm and 5,000 South West) equates to approx. 25,000 more people and 10-20,000 cars. Concerned that as existing congestion and highway safety are issues in Dunchurch. Risk of coalescence between Cawston, Dunchurch and Rugby as the proposed size of the development is equivalent to a small town. No justification as to why Rugby is taking Coventry's need. Questions over the data behind the SHMA.</p>	DS8 removed	<p>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. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that</p>

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							<p>determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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>

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312	Mike Greenwood	NA	NA	DS8 & DS10	New development will undermine Dunchurch's historical value and Conservation area, congestion around Dunchurch has been increasing- future development in the South West corridor, Lodge Farm and Bilton Grange will exacerbate this due to poor public transport links creating car reliance, coalescence between Cawston, Dunchurch and Rugby, infrastructure plan vague and uncoded, agreement with Daventry District Council that brownfield sites should be prioritised first,	Remove DS8	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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Works to the centre of Dunchurch would be carried out by Warwickshire County Council Highways in collaboration with applicable stakeholders. DS9 and IDP detail the spine road network which will mitigate further the impacts at the crossroads. DS8 and the SPD require a buffer between Rugby and Rugby.
329	Lynn Pell	NA	NA	DS8 & DS10	The requirement for housing is grossly exaggerated. No explanation as to why Rugby is taking Housing and Warehousing which should be in Coventry. Infrastructure is not capable of sustaining the growth envisaged as there is severe congestion as existing. Nothing included to stimulate the town centre, with 27 shops empty the town risks becoming a ghost town. There should be a town centre plan with no out of town shopping allowed until the plan is in place. Developing in the countryside will result in the loss of farmland and increase congestion. Developing around Dunchurch/Cawston/Bilton		The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the

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					<p>will result in loss of landscape value. Other sites already have planning permission. Questions over certainty of demand and projections. No industry is visualised- only warehousing- the area around DIRFT has already been ruined. South West Masterplan is poorly developed with little thought gone into it. The Thurlaston Conservation Area will be 300 metres from the perimeter of the proposed development and would be detrimental to it. The South West corridor would have poor access to the town centre and railway station. RBC should take steps to encourage the return of creative industries to Rugby.</p>		<p>evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. The Local Plan has been informed by an STA undertaken by Warwickshire County Council and consultation has taken place with Highways England, which has identified the strategic requirements to support the Plan. DS9 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. The STA June 2017 identifies that there would be a reduction of traffic flows at Dunchurch cross roads. Historic England's consultation response does not highlight concern of the impact of the development on Thurlaston Conservation Area though it does highlight that further evidence is required than provided by the brief commentary in the draft SPD which accompanied the Plan prior to the submission of any planning application for the site. Any proposals for the site would need to accord with the biodiversity policies contained within the Plan and Policy DS8 also requires community facilities to be provided.</p>

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740	Michael Judge MBE	NA	NA	DS8 & DS10	It conflicts with paragraph 112 of the national policy framework as it needlessly takes agricultural land. Concern in relation to air pollution in Dunchurch, which already exceeds air quality standards.	Remove DS8 and DS10	STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. 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. STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.
740	Michael Judge MBE	NA	NA	DS8 & DS10	Conflicts with NPPF Paragraph 112 as proposed developments needlessly propose to utilise agricultural land.		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.

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776	L Downie	NA	NA	DS8 & DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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781	Joanne and Malcolm Lewis	NA	NA	DS8 & DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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792	J D Haley	NA	NA	DS8 & DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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799	Linda Holmes	NA	NA	DS8 & DS10	<p>Concern over possible bias in the SHMA as it is alleged the consultants also worked with a developer looking to bring forward a development of 600 houses in the South West corridor. Projections have been treated as forecasts, contrary to government policy. Impact of Brexit has not been considered. SHMA overstates housing need and have a naive approach to links between people and jobs resulting in poor judgements with regards to commuting. MoU offers no justification as to why Rugby is taking some of Coventry's Housing needs. Building 440 dwellings per annum is an increase of 55% which would be almost impossible to achieve. Infrastructure plan is vague, with no costings. DS* would lead to the coalescence of Rugby, Dunchurch and Cawston with poor transport links to the town centre. There would be a loss of agricultural land. Construction on the link road identified by the Strategic Transport Assessment would not be constructed until 1,500 houses have been built, putting further pressure on the Dunchurch crossroads which is already over-capacity and breaches EU Legislation on emissions.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as</p>

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							<p>Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.</p> <p>The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage. 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. The gyratory system was assessed as part of the STA; Warwickshire County Council have not identified the gyratory as a constraint on development.</p>

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825	D Freeman	NA	NA	DS8 & DS10	<p>SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>
983	Dr S Geissler	NA	NA	DS8 & DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further</p>

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					<p>number of uncosted proposals. Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p>		<p>reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. The delivery of the South West spine road is a necessity infrastructure requirement to</p>

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							<p>support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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1111	Michael O'Neill	NA	NA	DS8 & DS10	<p>Concerns in relation to the impartiality of the consultants, population forecasts and a lack of details as to why Rugby should take some of Coventry's allocation. The infrastructure plan lacks detail on health provision and transport estimates. The proposed link road would be inadequate. Congestion and poor air quality at Dunchurch junction would be exacerbated. Greater emphasis should be placed on brownfield sites and delivering the mast site. The Lodge Farm infrastructure plan is inadequate. Rugby has failed in its 'duty of care' obligation with Daventry District Council and Northamptonshire County Council.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of</p>

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							<p>Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. 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. 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 .Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. DC and NCC have not raised objections in relation to the Duty to Cooperate and have only commented on issues of soundness.</p>

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1323	Sally Chant	NA	NA	DS8 & DS10	<p>Do not agree with plans to expand in SW Rugby and Lodge Farm. Can't see need to do this other than to provide land in more affluent locations for developers to make larger profits. Should not be generating additional traffic in and around Dunchurch and changes to the road network around these locations are not satisfactory. Believe plans will massively increase traffic and air pollution in Dunchurch, contrary to NPPF para. 30 and 124. Greater consideration is required to accelerate the development of brownfield sites before committing so much open countryside for development. Developers should be developing the Mast site first.</p>	<p>Remove DS8 and DS10 from the local plan. They are not required and will only create further problems for our town and countryside</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
1365	Mavis Jackson	NA	NA	DS8 & DS10	Contravenes NPPF Paragraph 112 (needlessly taking agricultural land), paragraphs 114-119 (bad for animals), 30, 34, 37, 75 and 95 of the NPPF because facilities are not within walking distance, paragraph 52 of the NPPF because the Garden Village proposed is without community support and contrary to NPPF Paragraphs 30 (congestion) and 114 (air pollution).		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. Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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.
1417	Janet Wash	NA	NA	DS8 & DS10	Object to policies DS8 and DS10 as not sustainable and will impact on traffic, congestion and air quality within Dunchurch. Proposals will make air quality levels at Dunchurch crossroads worse. Loss of countryside not acceptable when	Delete policies DS8 and DS10. Policy DS10 as overspill for Coventry is laughable. Transport assessment is inappropriate.	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan

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					focus should be on developing brownfield land. Policies contravene NPPF para.30 and 124.		<p>period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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1524	E Palmer	NA	NA	DS8 & DS10	<p>Housing numbers included in SHMA are seriously over estimated. Out of date, pre-dating Brexit and exaggerated. DS8 and DS10 will potentially halt the development at the mast site (Houlton) as developers will diver to Dunchurch. These policies could therefore be counterproductive in producing housing numbers for the Borough.</p>		<p>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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need.</p>
1529	Eddie Kealey	NA	NA	DS8 & DS10	<p>To increase this volume of traffic by up to five fold is completely unsustainable for such a small community such as Dunchurch. The infrastructure of this area does not, nor will be able in the future to support the volume of houses proposed for Lodge Farm Village, the proposals for Cawston Lane and the A45 Coventry Rd approaching the M45 roundabout. Where is the employment for the people moving into these homes, none. This means increased traffic as people commute, the Centre of Dunchurch will become gridlocked more so than it is now as busy times. The increased air pollution will mean serious health issues to cyclists, walkers, children walking to school, a</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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</p>

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					<p>serious impact on the natural habitat for wildlife which fortunately we still have within the lovely countryside surrounding Dunchurch.</p> <p>The developments would mean overload of the healthcare facilities not only in Dunchurch but in the vicinity, does this mean that St Cross will be upgraded to provide the facilities it once had? What about the impact on senior schooling with the increase of families to these homes. Why has the proposal of 1500 homes at Walsgrave, Binley Woods Ward, been removed from the draft plan? This made significantly more sense with the infrastructure in place for a major city such as Coventry and importantly the proximity of employment with the development of the Business Park at Ansty.</p> <p>The whole plan is flawed and needs revision. I object to DS8 and DS10 on the grounds that it contravenes paragraphs, 30, 34, 35, 37, 53,75, 95, 112 and 124 of the National Planning Policy Framework.</p>		<p>a live document and has been updated at modifications LP54.116-140.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.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.</p>
1640	Ivan Farrell	NA	NA	DS8 & DS10	<p>Lodge Farm is ill thought out, the site is low lying and suffers surface water flooding. 1,500 dwellings will mean at least 3000 cars, the crossroads at Dunchurch are already operating at 200% capacity. Other infrastructure is totally inadequate for all these people, e.g. existing cycle path and</p>	<p>Nothing can make Lodge Farm proposal sound. For SW Rugby, following amendments should be made:</p> <ul style="list-style-type: none"> - significant reduction in number of houses to be built; 	<p>DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with</p>

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					<p>bus service. Also object to building of houses between Cawston and Dunchurch which will turn Dunchurch into a suburb of Rugby and remove green spaces around the area.</p>	<p>- minimum of two fields retained between Dunchurch and Rugby; - significant infrastructure development (bypass around Dunchurch, primary and secondary school for the village, new doctors surgery and dentist, upgraded cycle paths, improved bus service) prior to developments starting.</p>	<p>SDC5. No change recommended. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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). 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.</p>
1649	John Bennett	NA	NA	DS8 & DS10	<p>Current level of traffic congestion in the south of Rugby and in particular around the centre of Dunchurch is severe and it is understood that national air quality thresholds are being breached. Similar concerns exist about traffic in centre of Rugby</p>	<p>Remove DS8 and DS10</p>	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan</p>

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					<p>and Leicester Rd developments. Appears that traffic modelling is not fit for purpose as underlying data is based on traffic data samples from 2009 and the 2001 census; it also does not use the latest TEMPRO data. The STA is in direct conflict with Policy D1 as there are no options related to sustainable modes of transport.</p> <p>Concerned that proposals around SW Rugby and Lodge Farm will remove the countryside and not be a sustainable way forward. The historic village of Dunchurch will be fully subsumed into Rugby.</p> <p>Disappointing that no evidence presented by RBC on the extent this countryside is used by the community and the impact of its loss by construction of 5,000 houses. DS8 and DS10 are unjustified and contrary to NPPF para.30 and 124. Greater consideration should be given to accelerating the development of brownfield sites.</p> <p>Firmly believe RBC will receive limited and confused consultation responses if stakeholders are not fully supported in understanding the critical issues - RBC's decision to proceed on the basis of restricting information to stakeholders is disappointing.</p>		<p>period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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1649	John Bennett	NA	NA	DS8 & DS10	<p>Current level of traffic congestion in the south of Rugby and in particular around the centre of Dunchurch is severe and it is understood that national air quality thresholds are being breached. Higher levels of traffic will increase risks associated with our school children, parents and staff making visits to St Peter's Church and engagement with the local community. Cumulative effects with other development will have a detrimental impact on the health of our pupils. Not able to comment on the plans more broadly as the impact on our school from plans to build two/three primary schools within our catchment area were not set out at consultation meeting. DS8 and DS10 are unjustified and contrary to NPPF para.30 and 124. Greater consideration should be given to accelerating the development of brownfield sites.</p>	Remove DS8 and DS10	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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,</p>

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							junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
1649	John Bennett	NA	NA	DS8 & DS10	Our group is concerned that the proposals around SW Rugby will remove the countryside we use for outdoor activities. At present light pollution is low around Dunchurch and this will be lost if the plan is implemented. Increasing traffic in the village will impact on children walking and cycling given that air pollution levels already exceed statutory levels. Policies DS8 and DS10 are unjustified, clearly fail to comply with NPPF para.30 on reducing traffic congestion and para.124 on air quality. Greater consideration should be given to accelerating the development of brownfield sites.	Remove DS8 and DS10	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. The STA

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							<p>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, which are contained within the modification IDP.</p>
1649	John Bennett	NA	NA	DS8 & DS10	<p>Current level of traffic congestion in the south of Rugby and in particular around the centre of Dunchurch is severe and it is understood that national air quality thresholds are being breached. Similar concerns exist about traffic in centre of Rugby and Leicester Rd developments. Appears that traffic modelling is not fit for purpose as underlying data is based on traffic data samples from 2009 and the 2001 census; it also does not use the latest TEMPRO data. The STA is in direct conflict with Policy D1 as there are no options related to sustainable modes of transport.</p> <p>Concerned that proposals around SW Rugby and Lodge Farm will remove the countryside and not be a sustainable way forward. The historic village of Dunchurch will be fully subsumed into Rugby. Disappointing that no evidence presented by RBC on the extent this countryside is used by the</p>	Remove DS8 and DS10	<p>Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the</p>

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					community and the impact of its loss by construction of 5,000 houses. DS8 and DS10 are unjustified and contrary to NPPF para.30 and 124. Greater consideration should be given to accelerating the development of brownfield sites.		Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
1649	John Bennett	NA	NA	DS8 & DS10	Current level of traffic congestion in the south of Rugby and in particular around the centre of Dunchurch is severe and it is understood that national air quality thresholds are being breached. Higher levels of traffic will increase risks associated with our school children, parents and staff making visits to St Peter's Church and engagement with the local community. Cumulative effects with other development will have a detrimental impact on the health of our pupils. Not able to comment on the plans more broadly as the impact on our school from plans to build two/three primary schools within our catchment area were not set out at consultation meeting. DS8 and DS10 are unjustified and contrary to NPPF para.30 and 124.	Remove DS8 and DS10	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					Greater consideration should be given to accelerating the development of brownfield sites.		of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
1649	John Bennett	NA	NA	DS8 & DS10	Our group is concerned that the proposals around SW Rugby will remove the countryside we use for outdoor activities. At present light pollution is low around Dunchurch and this will be lost if the plan is implemented. Increasing traffic in the village will impact on children walking and cycling given that air pollution levels already exceed statutory levels. Policies DS8 and DS10 are unjustified, clearly fail to comply with NPPF para.30 on reducing traffic congestion and para.124 on air quality. Greater consideration should be given to	Remove DS8 and DS10	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
					accelerating the development of brownfield sites.		housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.
1649	John Bennett	NA	NA	DS8 & DS10	Current level of traffic congestion in the south of Rugby and in particular around the centre of Dunchurch is severe and it is understood that national air quality thresholds are being breached. Similar concerns exist about traffic in centre of Rugby and Leicester Rd developments. Appears that traffic modelling is not fit for purpose as underlying data is based on traffic data samples from	Remove DS8 and DS10	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of

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					<p>2009 and the 2001 census; it also does not use the latest TEMPRO data. The STA is in direct conflict with Policy D1 as there are no options related to sustainable modes of transport.</p> <p>Concerned that proposals around SW Rugby and Lodge Farm will remove the countryside and not be a sustainable way forward. The historic village of Dunchurch will be fully subsumed into Rugby.</p> <p>Disappointing that no evidence presented by RBC on the extent this countryside is used by the community and the impact of its loss by construction of 5,000 houses. DS8 and DS10 are unjustified and contrary to NPPF para.30 and 124. Greater consideration should be given to accelerating the development of brownfield sites.</p>		<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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1650	Julia Fancourt	NA	NA	DS8 & DS10	<p>Consider the Local Plan fails the test of legal compliance. This is due to both non-compliance with national planning procedure and by virtue of the credibility of the data, baseline figures and methodology used as the basis for projections generated for housing, economical and transport growth.</p> <ul style="list-style-type: none"> - RBC have not consulted when proposals were at a formative stage and not given adequate time for public to consider and respond to plan; - LA have given insufficient reasons and information to allow for intelligent response; - Not properly considering and responding to consultation responses; - Not exploring or consulting on realistic sustainable alternative options. <p>Following are examples where RBC has not given transparent or robust reasons for its proposals to be given intelligent consideration:</p> <ul style="list-style-type: none"> - Concealing consultant's algorithms under cloak of commercial confidentiality and misusing the SHMA by forecasting without factoring in probability; - Acceptance of 2,800 houses to meet Coventry's needs without demonstrating why Coventry cannot meet its own needs; 	<p>Remove Policies DS8 and DS10 as not in accordance with NPPF paras. 17,30,34,35,37,52,57,58,69,70,73,74,75,95,120, and 124</p>	<p>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. Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of</p>

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					<ul style="list-style-type: none"> - Over providing by 40 ha extensive areas of B class warehousing when Ryton site has 30 ha unused; - Proposing allocating 20,000 houses against a deemed need for only 12,400; - Failing to explain why it has not considered impact of additional housing in SW Rugby on the A4071/B4453 junction; - Using an outdated RWA transport model and failing to engage with the public on its transport assessment; - Ignoring poor air quality figures and proposing a local plan that will exacerbate air quality sub regionally. <p>The local plan falls short of legal compliance, is unsustainable and in conflict with many NPPF policies, and has been prepared without there being robust capital or revenue funding mechanisms in place to deliver much needed transport, health, education and green infrastructure.</p>		<p>Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC The STA June 2017 updated the September 2016 STA by increasing the modelled area so</p>

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							<p>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, which are contained within the modification IDP. All relevant service providers have 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.</p>
1655	James Kriaun	NA	NA	DS8 & DS10	<p>These allocations conflict with NPPF para.109 as threat to landscape. Housing at affordable prices is required and the Walsgrave site is the best place with most suitability.</p>	<p>Remove DS8 and DS10 - these are the wrong locations for these sites</p>	<p>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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed</p>

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							<p>allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>

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1702	Joy Deacon	NA	NA	DS8 & DS10	Strongly object to local plan and cannot understand why there is so much emphasis on increased housing development as no proven need for the vast increase. Scandalous to build masses of houses on prime agricultural land, should consider building high rise flats on brownfield sites to meet apparent shortages.	Build high rise accommodation	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 housing target is not a minimum because it is based on need. The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No alteration is required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.
2000	Mark Hinds	NA	NA	DS8 & DS10	The South West Rugby proposal DS8 & Lodge Farm proposal DS10 conflicts with paragraph 112 of the National Planning Policy framework as it needlessly takes agricultural land	Remove DS8 and DS10 to preserve farmland for food production	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.
2010	Mathew Bennett	NA	NA	DS8 & DS10	Concern in relation to loss of amenity from developing rural areas. Increased traffic would have a detrimental impact on air quality. Fails to meet NPPF Paragraph 30 (congestion) and Paragraph 114 (air pollution). Agreement with Daventry District Council that development of brownfield land should be accelerated.	Remove DS8 and DS10	All relevant service providers have 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. The STA June 2017

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							<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target.</p>

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2012	Melvyn J McCartney	NA	NA	DS8 & DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. The South West link road is identified by the STA as being essential infrastructure to support the S W Rugby allocation. DS9 and the IDP specify the full delivery and timescales for delivery. Following the STA update amendments to DS9 and Appendix 3 IDP (ref LP 54.46 - 54.58 and LP54.120) details how planning applications for S W Rugby are considered in the context of Dunchurch crossroads and ensure the timely delivery of the south west link road. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be</p>

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							<p>delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.</p>

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2099	Luke Bennett	NA	NA	DS8 & DS10	<p>Concern in relation to loss of amenity space if fields around Dunchurch are developed. Existing traffic congestion at Dunchurch causes severe delays when commuting to Southam whilst as existing there are air quality concerns around Dunchurch, which more houses would only exacerbate. DS8 and DS10 contravene NPPF Paragraphs 30 and 124. Agreement with Daventry District Council that there should be a greater emphasis on brownfield sites.</p>	Remove DS8 and DS10	<p>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. 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. 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).Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period.</p>

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2174	Ryan Farthing	NA	NA	DS8 & DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncostered proposals.</p> <p>Re: STA - concerns over Dunchurch crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of</p>

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					<p>to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery strategy would make better use of existing infrastructure.</p>		<p>greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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</p>

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							has incorporated updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan, which are contained within the modification IDP.
2188	Sarah Green	NA	NA	DS8 & DS10	<p>Housing needs vastly overinflated, insufficient consideration given to Government Policy or impact of Brexit. The scale of the development disproportionately detrimental effect on the surrounding areas. The provision for infrastructure is inadequate and timescale for building such infrastructure unsatisfactory. Rugby Borough Council has already pursued an aggressive course of development taking more houses than all others in Warwickshire. A development of this scale is not needed or justified. No explanation as to why taking 2,800 from Coventry. A more balanced view of the likely future growth is required with particular reference to Employment Land (Cambridge Econometrics were high WS Atkins substantially lower) provide substantially lower projections relied upon and to environmental impact of building such warehouses on Cawston Spinney site.</p> <p>Provision of a 'green buffer' to protect Dunchurch as a historic village is totally inadequate. Nor are</p>		<p>Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The housing target is not a minimum because it is based on need. . The Local Plan sets out a target which is exceeded by the proposed allocations and existing permissions. No alteration is required. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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					<p>there any guarantees that this buffer will be respected or retained. No clear or concrete plans on provision of infrastructure. Road network cannot support provision of primary schools, no information as to how this was calculated.</p>		
2189	Shirley Hall	NA	NA	DS8 & DS10	<p>Plan prepared by G L Hearne not independent. Ignore pollution levels at crossroads. These already exceed EU requirements. Traffic from developments will go through Dunchurch crossroads. WCC using out of date model. WCC owns much of the land - potential conflict with being the Highway Authority. No thought of infrastructure needs to cope with huge influx. Should extend Coton Meadows instead where warehousing already exists instead of rural area.</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).</p>

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2197	Susan Kealey	NA	NA	DS8 & DS10	<p>Concern about congestion and safety of roads in and around Dunchurch and Cawston, in particular for cyclists. It is an inadequate road system already, with more cars will make worse and the increased air quality problem. Necessary services to support new population not properly considered - most already struggling. Planners have killed off town centre - nothing to offer extra 20,00 new residents. Cannot understand why need to provide 2,800 for Coventry. SW Rugby will ruin open space between Rugby and Dunchurch. Also agree with DDC look to brownfield and accelerate existing sites.</p>		<p>The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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. 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.</p>

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2199	Vera McBay	NA	NA	DS8 & DS10	<p>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</p>		<p>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.</p>
2221	Steve Hammond	NA	NA	DS8 & DS10	<p>Re: SHMA - concerns over impartiality of consultants and that projections have been used as forecasts contrary to NPPF. The SHMA has opted for a high level of housing requirement when uncertainty as to future housing need. Housing and employment needs from adjacent authorities should only be considered when it is reasonable and sustainable to do so, which is not the case with housing and employment from Coventry. No justification in MOU why Coventry cannot meet its own need. Infrastructure plan is vague with number of uncoded proposals. Re: STA - concerns over Dunchurch</p>		<p>No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the</p>

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					<p>crossroads and its junction capacity / air quality issues. SW link road is welcomed however must hope it is realistic and doesn't disappear from plans if developers refuse to come up with funding. Understand that RBC has failed in its duty to cooperate with Daventry DC and Northamptonshire CC regarding the STA and extent of the RWA model used in STA.</p> <p>Re: Policy DS8 - needlessly takes agricultural land and is contrary to NPPF para.112. 5,000 homes will destroy open land between Dunchurch, Rugby and Cawston despite promises of buffers to protect from urban sprawl. Journeys to and from the location will be car dominant and therefore unsustainable. Policy is contrary to NPPF paras. 30 and 124 and is therefore unsound.</p> <p>Re: Policy DS10 - it is accepted there is a need to comply with NPPF and boost housing supply. The local plan acknowledges the significant supply of existing permissions/allocations however there is no analysis of why delivery of existing sites and infrastructure cannot be brought forward. Without this, Policy DS10 cannot be justified. No evidence that inclusion of DS10 will actually increase delivery rates in the plan period. A more focused delivery</p>		<p>evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. DS8 enables the delivery of the Spine Road and other infrastructure requirements to ensure the comprehensive development of the allocation. DS8 will require sustainable transport measures therefore reducing the reliance on the private car. 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</p>

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					strategy would make better use of existing infrastructure.		would suggested that the road will not be delivered. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Coventry City Council or Daventry District Council. 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, which are contained within the modification IDP.

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1474	Dareen Bundock	NA	NA	DS8 & DS10	Appears from plan there will be huge number of opportunities for facilities and infrastructure however the reality demonstrated by previous developments suggest that this will all be too little too late.		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.
1474	Dareen Bundock	NA	NA	DS8 & DS10	Significant detrimental impact on quality of life, health and wellbeing of the current residents of Dunchurch.		DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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.

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752	Bridget Ashmore	NA	NA	DS8 & DS10	Dunchurch already has traffic issues with queues backing up on the approaches to the crossroads. Existing pollution already a health risk air pollution exceeding statutory limits worst in the Borough. Plan does not accord with NPPF para 30 on reducing traffic congestion nppf 124 on air quality and NPPF para 30,34,37 and 95 relating to excessive car journeys		All relevant service providers have 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.
752	Bridget Ashmore	NA	NA	DS8 & DS10	Open country will be destroyed and the wildlife that depends upon it. Fails to meet NPPF para 57,58,69,70,73,74 on threat to open spaces. 109 for threat to landscape, 114-119 as bad for birds, mammals, invertebrates and plants. As some of this land is used for agricultural purposes it affects 112.		Sites have been appraised on a consistent basis utilising Phase 1 Habitat survey. Further detailed Ecological reports will be submitted as part of any future applications. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The site is considered capable of meeting its policy requirements.
775	E Allen	NA	NA	DS8 & DS10	Object to proposed building of houses in the South West of Rugby and new village at Lodge Farm: Considerable amount of traffic pollution created in the centre of		No change required. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and

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					<p>Dunchurch without the added volume of traffic that all these developments will bring. Schools and surgery struggle to meet the needs of present population without the considerable increase that these developments will bring. No evidence of real forward planning for any additional infrastructure such as roads or schools. Already short of school places now. No concrete proof of any expansion of hospital or police services to meet this large influx of people. Chair of WCC Highways committee publicly announced that there is no county council money to try and address the traffic problems in the Dunchurch area.</p>		<p>South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. The IDP is a live document and has been updated Modification LP54.116-140. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the</p>

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							<p>housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC 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, which are contained within the modification IDP. 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.</p>

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1705	Jeffrey Morris	NA	NA	DS8 & DS6	<p>Policy DS8 is unjustified, greater consideration should be given to accelerating the development of brownfield sites before using countryside for new housing. Policy DS8 is inconsistent with NPPF para.101 which bans local authorities from zoning areas for housing if there are reasonably available sites appropriate for development in areas with lower probability of flooding. Adding development to area of land behind Montague Rd can only add to risk of flooding contrary to NPPF 93-104. Surface water flooding would be exacerbated by development in this area.</p>		<p>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. 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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended.</p>
370	Pamela Brockway	NA	NA	DS8 & DS9	<p>Spine road- which lacks proper documentation- cuts across a flood plain. RBC plans from 1910 shows springs across the field; road will not ease congestion as recent survey shows most traffic goes to Southam, Banbury and the A45; policy should be changed so as not to conflict with NPPF Paragraph 30, 34, 37, 95; air and noise pollution contrary to NPPF Policies 120, 123 and 124; no facilities within walking distance contrary to NPPF Policies 30, 34, 37 and 95; 5,000 dwellings unjustified given Brexit, most properties being built in South West Rugby currently</p>	Delete DS8	<p>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.DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. The STA June 2017 updated the September 2016</p>

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					<p>are 4/5 bedroomed question as to whether there will be social housing as per NPPF Paragraph 50; schools are currently at full capacity; development will destroy the character of the local area contrary to NPPF Paragraphs 17 and 28; due to Brexit more agricultural land will be required; development will threaten local wildlife contrary to NPPF Paragraph 114-119; no open spaces between Dunchurch and Rugby contrary to NPPF 57, 58, 69, 70, 73,</p>		<p>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. STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Rugby Borough Council has an affordable housing target of 40% although finalising affordable housing for each development parcel will be completed at the Planning Application stage. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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669	Blanaid Mary Cook	NA	NA	DS8 & DS9	<p>DS8 would be built on good quality farming land used for recreational purposes; DS8 only 300 yards from a Conservation Area; concerns in relation to proposed warehouses; no proposed buffer around Thurlaston; concerns in relation to increased pollution day and night; increased traffic, Cawston spinney a valuable asset which will be detrimentally affected; detrimental effect on main approach into Rugby; questions in relation to brownfield alternatives, whether increased warehousing is needed given other nearby sites and increased warehouse mechanisation, the rejection of the Walsgrave site given its proximity to Coventry, no details as to how additional public service provision will be delivered; concerns in relation to traffic congestion.</p>		<p>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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. Impact on Conservation Area would undergo detailed assessment at Planning Application stage. 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. The infrastructure Delivery Plan will seek to establish the additional infrastructure and service needs required to support and accommodate the level of development and growth proposed in the Local Plan. Additional details will be finalised at the Planning Application stage. Impact of development on road network has been assessed as part of the STA. The existing permissions alone cannot support the delivery of the housing which is why both DS8 and DS10 are proposed, alongside the other allocations, including the Main Rural Settlement allocations.</p>

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670	Dr P Cooper	NA	NA	DS8 & DS9	<p>Oppose South West allocation; accept need for more housing but numbers questionable as past population trends should not be used to project the future; no justification for taking some of Coventry's housing need; South West Rugby disproportionate to development across the rest of Rugby risking saturation, landscape and townscape impact; post-Brexit housing numbers not needed; no data to support anticipated commuting outcomes; new residents may not work at warehousing scheme Symmetry Park; all interest expressed by employers in allocations should be published; contrary to NPPF paragraph 112; brownfield should be developed first; contrary to NPPF Paragraphs 109 on landscape and 57, 58, 69, 73, 73 and 73 on open space as well as 114-119; fox habitats around Montague Road will be destroyed; RBC lacks landscape policies; negative townscape impact of building between Cawston Lane and Alwyn Road, Dunkley's, Cherry Tree and Homestead Farms; LUC report doesn't reference field to rear of Montague Road; RBC lacks transport information and proposed spine road insufficient; concern about approach to town and coalescence; housing couldn't be delivered within</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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</p>

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					<p>timeframe; details on DS9 limited and would create additional congestion, air and noise pollution contrary to NPPF Paragraphs 30 and 124; spine road should be called a bypass although it wouldn't function as one as traffic going South would still use Dunchurch crossroads; spine road would blight nearby residents; design difficulties in achieving spine road; express concerns about spine road delivery and developer contributions; South West allocation lacks detail; maps are unclear; no detail on infrastructure; concern in relation to size of buffer- not developing south of Montague Road and North of Northampton Lane would be a more effective buffer; no buffer for Cawston Lane and Alwyn Road; new urban centre and relationship to existing properties unclear; invite RBC to publically disprove Professor Reeves critique of the data; plan should be scrapped and new plan with fewer houses, without spine road and with large buffers; RBC and WCC will benefit financially from development so RBC not objective;</p>		<p>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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932	H & RJ Somerset	NA	NA	DS8 & DS9	<p>We object to 5000 houses being built in the SW area, we object to DS9 as the increase in traffic will be horrific. They are single track roads and roads with shops and schools on with safety being seriously impaired. The Greenland proposed gives much needed out door leisure space and urban country side for wildlife. There are neither the facilities or employment opportunities.</p>		<p>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. 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.</p>

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1034	C D Roberts	NA	NA	DS8 & DS9	<p>DS8 contravenes NPPF Paragraphs 9, 30 and 34; roads DS9 will link into are entirely unsuitable for additional traffic; Ashlawn Road has school and commuter traffic and is the main road for East Rugby to the South; Alwyn Road is residential with on street parking which exacerbates congestion and road will be used as a shortcut; Alwyn Road junctions congested; road safety concerns; Cawston Lane totally unsuitable as its too narrow; Coventry Road has a narrow railway bridge; Atkinson Avenue will be used as a rat run; Rugby Road is already congested with peak waiting times of 20 minutes; Leicester Road traffic will be exacerbated; Remove DS8</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>

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1034	C D Roberts	NA	NA	DS8 & DS9	Concerns raised in relation to noise pollution and associated sleep disturbance which proposed development will exacerbate;		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
1034	C D Roberts	NA	NA	DS8 & DS9	Additional traffic will exacerbate existing pollution issues contrary to NPPF paragraphs 120 and 124;		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).

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1034	C D Roberts	NA	NA	DS8 & DS9	Spine road will have slow traffic speeds due to number of junctions so will not disperse traffic away from proposed development and will increase greenhouse emissions; contrary to NPPF Paragraphs 30, 34, 37 and 95;		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).
1034	C D Roberts	NA	NA	DS8 & DS9	Contrary to NPPF paragraph 94 as proposed development will exacerbate flood risk; Alwyn Road has very high water table- creation of large areas of concrete will not allow rainfall dispersal;		DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended

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1170	Blanaid Cook	NA	NA	DS8 & DS9	<p>Concern over short consultation period. Question the independence of GL Hearn and Capita. Can their figures be trusted. No evidence Coventry cannot meet their own needs, Coventry's population does not appear to be growing much so why does Rugby need to supply land for houses. Thurlaston is a rural doomsday village that will be surrounded by housing and employment there appears to be no green buffer for Thurlaston. The increased traffic on the A45/M45 will have a huge deleterious effect on this rural village. Noise , light and emissions. Traffic will increase substantially when heavy trucks and workers are accessing the industrial units night and day. Quite a number of deliveries are made at night to these warehouses. I am convinced that there has been little thought given to the population of Dunchurch and Thurlaston who will need to access the A45/M45 roundabout. I have seen no projected traffic flow analysis depicting expected increase in heavy vehicles using this junction. At the Cock Robin corner there will be equal problems for local people trying to access Sainsbury's or Rugby town centre pollution. Increased traffic on the M45/A45 roundabout will make it difficult for residents of</p>	<p>Withdrawal of plan DS8 and DS9 until there is enough time allowed for proper democratic consultation of all residents. We need specific answers to the questions I have posed. No just vague promises which do not add up. These plans have been in the pipeline for some time but the residents were not told until very recently. We are then given a few weeks to consider the implications and object. This is undemocratic.</p>	<p>Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The IDP details the infrastructure to support the allocation of DS8 following engagement with the relevant service providers. 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. The justification of Coventry City's unmet housing need is borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow</p>

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					<p>Dunchurch and Thurlaston to gain access. Traffic build-up at the Cock Robin end will cause the local residents increasing problems. Medical provision for the increased population but GP shortage. Difficult to access and get appointments at Coventry University hospital what provision is going to made as a result of the increased Rugby growth. Community services are overstretched, what are the plans for maternity provision?</p>		<p>Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed.</p>

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1244	Colin Cook	NA	NA	DS8 & DS9	<p>Local Plan based on outdated, contradictory, unverifiable assumptions, differing consultants reports and uncoordinated studies of housing, traffic and employment; lack of progressive vision for Rugby; no buffer between Thurlaston and warehouses; concern in relation to noise and traffic congestion generated from warehouses; reliance on warehousing to generate jobs a mistake given automation, 80% of farmland between Cawston, Dunchurch and Thurlaston is grade 2 agricultural quality and has recreational value; south westerly approach into Rugby would be detrimentally affected; impact of Brexit not taken into account; question as to why RBC has agreed to release land to meet Coventry's need when Coventry in the WMCA (when Rugby isn't); Walsgrave site more suitable as adjacent to Coventry; concern in relation to existing problems with accessing public services; traffic flow models questioned by Thurlaston Parish Council; concern that warehousing on part of DS8 site already being marketed</p>		<p>Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. The justification of Coventry City's unmet housing need is</p>

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							<p>borne out of the work undertaken at the HMA level by all HMA authorities. The report to the Coventry, Warwickshire and South West Leicestershire Shadow Economic Prosperity Board in September which accompanied the Memorandum of Understanding details the research and cooperation between the six planning authorities with responsibility for planning for housing need, as well as Warwickshire County Council, that determined the level of unmet need from Coventry and how this is distributed to the shire authorities. This is further reinforced by the Inspector of the Coventry City Local Plan accepting the evidence demonstrating the capacity of Coventry in meeting its own housing need. This approach and the MoU have also been accepted by the inspector of Warwick's local plan. No alteration proposed. The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.</p>

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1245	Cllr Leigh Hunt	NA	NA	DS8 & DS9	Development must be spread around the Borough to provide balanced development and local services. Highly unlikely that residents from SW Rugby will travel through Rugby centre then out on congested Leicester Rd to reach employment sites, shopping and leisure facilities, train station, college or M6. More likely that they will travel along Ashlawn Rd adding to congestion at Paddox and A428, then be funnelled through Clifton to the A426. This route is clearly not sustainable in its present form.		Policy has been formulated in relation to evidence base and is considered to be sound. 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.

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1479	Desmond Creery	NA	NA	DS8 & DS9	<p>Models used to produce the figures do not take account of the actual information gathered in the first 6 years of the Plan period. Local Plan numbers precede the Brexit decision which will likely significantly reduce the net immigration figures which will impact the need for housing and warehouses. It is not clear how much housing or warehousing is Coventry's and why Rugby is taking this. Much of the information given for the Plan appears to derive from organisations with a vested interest in growth. What is the justification for not first completing the housing on a Brownfield site (Radio station) before invading Grade 2 Agricultural land (South West). Concern over how far the warehousing proposals have progressed before the Local Plan has been adopted. This warehousing is planned for location approximately 300 metres from a Conservation Area. Where in the Local Plan is there consideration and recommendation for the proportion of affordable housing? Concern that the road and school infrastructure at the South West site will be too late to avoid some negative consequences.</p>		<p>Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. 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. 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. 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.</p>

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1589	Andrew Slater	NA	NA	DS8 & DS9	<p>I would like to raise an objection to the local plan in reference to Stretton on Dunsmore. I am a local resident on Plott Lane and find the 2 sites proposed to be unacceptable. Both are green belt sites which have both had planning refused before. In addition Plott Lane suffers from a huge amount of water coming down the street when raining and more housing can only lead to poorer drainage and more water pouring down Plott Lane.</p> <p>The village currently has one doctor's practice which can have large waiting times for appointments and a small primary school. Surely the infrastructure of this village will come up short with the addition of more inhabitants, more traffic. The village life atmosphere we currently enjoy will surely suffer.</p>		<p>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. DS8 is almost entirely within flood zone 1, with an extremely small area of flood zone 2. The Local Plan is supported by a Flood Risk Assessment. The Local Lead Flood Authority will be a consultee at application stage and will require at this stage appropriate management of any surface flooding on the consistent with SDC5. No change recommended. 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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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1632	Ian Eden	NA	NA	DS8 & DS9	Object to policies DS8 and DS9 due to threat to agricultural land (NPPF para.112) in a country with a growing population and need to be less reliant on imported goods, air pollution caused by cars (NPPF 120 and 124), and general threat to open spaces (NPPF 57,58,69,70,73,74)		Policy has been formulated in relation to evidence base and is considered to be sound. Statutory consultees have been engaged.
1704	Julie Lennox	NA	NA	DS8 & DS9	Object to policies DS8 and DS9 due to threat to agricultural land (NPPF para.112), air pollution caused by cars (NPPF 120 and 124), noise pollution (123), traffic congestion (30), and general threat to open spaces (57,58,69,70,73 and 74)		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.

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1708	Jeffrey Powell	NA	NA	DS8 & DS9	Do not believe the plan is legally compliant as inadequate provision for cyclists (NPPF para.30,34,35,37,75). Traffic generated by proposal will cause excess air pollution (NPPF 120,124) and modelling is wrong, outdated and not properly tested. Plan is a threat to open spaces, threat to landscape and a threat to agricultural land, and will destroy the character of current settlements. Policy DS9 does nothing to remedy the situation.		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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.

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1980	Carrina Blake	NA	NA	DS8 & DS9	Doc ds8 and doc ds9 - the plan does not protect the public right of way, opportunities for alternative transport and availability of green space facilities.	The Cawston greenway should be protected as a cycle/pedestrian route with appropriate consideration to wildlife and habitats. This will encourage healthy lifestyles, tourism and the appeal of the area. The NPPF states that public rights of way and sustainable transport options should be protected and enhanced.	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.
2051	Paula Irish	NA	NA	DS8 & DS9	Concern that local infrastructure unable to cope with additional homes and industry, respondent lives in Thurlaston but her child has to travel to Southam as the Ashlawn School catchment area has been reduced to within a mile of Ashlawn School with places under further strain due to housing developed along Ashlawn Road and Dunchurch, Southam has two large housing developments underway so Southam College will soon be unable to take additional students from Rugby/Daventry so respondent concerned her child may go to a Secondary School a considerable distance away, Dunchurch is already at a standstill due to congestion with turning out of Thurlaston difficult, countryside around Thurlaston,	Withdraw DS8 and DS9, prepare new consultation period with better plans and better choice enabling residents to have more say	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 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

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					<p>Cawston, Dunchurch and Willoughby is an asset which makes the area a desirable place to raise a family yet will be destroyed, Local Plan contrary to NPPF Paragraph 30 (congestion), 120/124 (air quality), 52 (new garden villages need community support), 114-119 (protection of wildlife)- Cawston Wood would be detrimentally affected, 30, 34 and 37 (school provision), poor set of plans presented with no alternative options for local people to consider, consolation period very short and plan lacks ambition,</p>		<p>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. 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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.</p>

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2086	Roy Gooch	NA	NA	DS8 & DS9	<p>DS8 contravenes NPPF Paragraphs 30 (reducing traffic) and 124 (air pollution); STA makes little attempt to address potential congestion issues; Queues through Dunchurch down to Ashlawn Road, the M45 bridge on the Southam Road and queues on the Coventry and Daventry Roads; pollution already exceeds EU limits which should be addressed before any further development; DS9 insufficient and could become 'rat run' through to M1, DS9 route less than ideal as an alternative to Dunchurch Crossroads, a more direct route to the M45/A45 would be more viable, as work on DS9 would not start until 1,500 homes have been built Ashlawn Roads 800 houses would not trigger this so Dunchurch residents would have to put up with extra congestion for years; roads South of Dunchurch appear to have been ignored, no plans for handling additional traffic from Lodge Farm-vehicles travelling to Coventry could use the M45 but those going to Rugby will use Dunchurch, Southam Roads traffic levels include increasing number of HGVs and general traffic which is likely to continue;</p>		<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.</p>

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2161	Robert Hobday	NA	NA	DS8 & DS9	Object to policies DS8, Housing/Industrial Development and DS9, SW road building. Especially NPPF paras ref 30,120,124,17,58,109,112,123 etc.	Withdraw DS8 and DS9 AND DS10	Policy has been formulated in relation to evidence base and is considered to be sound and consistent with the requirements of the NPPF. (Therefore amendments not considered necessary or suitable). 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.
2212	Sally Stephens	NA	NA	DS8 & DS9	5,000 houses and warehousing will destroy Dunchurch's historic character and risks coalescence with Rugby; enough sites already allocated- Bilton Grana Fields, Lime Tree Village, Cawston, Lodge Farm Village- it is irresponsible to develop more than is necessary and destroy the character of South West Rugby; DS8 and DS9 contravenes NPPF Paragraphs 17 and 58 (for not maintaining the character of Dunchurch; 112 (threat to agricultural land), 126 (ignoring Local History), Paragraphs 57, 69, 70, 73, 73 and 109 (threat to open spaces and landscape), Paragraphs 120 and 124 (adding to pollution)	Delete DS8 and DS9	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. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications.
1741	Justin Owen	NA	NA	DS8 & DS9	The proposal is built on out of date and unsubstantiated forecasts for both population growth in the Rugby area and the need to further industrial warehousing. The area of land concerned is vital to the green space around Rugby and Dunchurch.	Delete Policy DS8 and Policy DS9	Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in

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					<p>The traffic flow modelling has not been subject to independent review and is flawed both in terms of the underlying assumptions and recommendations. Contrary to NPPF regarding traffic congestion, air quality, character of settlements, loss of open space, landscape character, loss of agricultural land, risk of flooding, and noise pollution.</p>		<p>relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. 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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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.</p>

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705	James Darcy	NA	NA	DS8, DS9 & DS10	<p>Transport assessments are based on outdated information and are not modelled in most appropriate way. The gyratory and Dunchurch crossroads are already operating at capacity. Additional areas of grid lock are Ashlawn Rd junction with Hillmorton, Leicester Rd around Elliot's Field, Technology Drive, and junction of A4071 with Straight Mile. Proposed SW spine road will assist traffic flow running east west but will not deal with shorter journeys using local roads. Traffic congestion will increase at Dunchurch crossroads and air quality will deteriorate further. Lodge Farm site has only been introduced to transport modelling as sensitivity test which is not sufficient. Not clear whether modelling has taken regard of huge extent of employment allocation in the plan. IDP is uncosted which means balance between delivery and financial burden on developers cannot be adequately assessed. Disconnect between phasing of spine road and housing trajectory. Conflict of interest between WCC as landowner is SW Rugby allocation and WCC as highways authority.</p>	Remove policies DS8, DS9 and DS10, these policies are contrary to NPPF para.30 and 124.	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. 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. 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).</p>

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705	James Darcy	NA	NA	DS8, DS9 & DS10	<p>SW Rugby results in significant loss of green space and farmland which offers valuable habitat for wildlife and ecology. They also provide a significant number of footpaths/bridleways. Loss of so much agricultural land will be unacceptable. Borough has areas of brownfield land that could be used for development which RBC have a duty to pursue in the first instance. SW Rugby will effectively create a new town combining Bilton, Cawston and Dunchurch and the separate identities of these will be lost.</p>	Remove DS8, DS9 and DS10	<p>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. Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan.</p>

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712	Andrew Turtle	NA	NA	DS8, DS9 & DS10	<p>Sufficient sites to meet need as the SHMA growth is exaggerated and does not take account of Brexit. Question impartiality of GL HEARN. SW allocation is in the wrong location away from employment , shops and amenities and will result in congestion/air quality issues on the western relief road which is already overloaded (not in accordance with NPPF30, 34,37,95, 120,124. Threat to the historic environment as Dunchurch will become part of Rugby. Relief road will not relieve traffic through Dunchurch which increase pollution where exceedances are already being breached. Threat to open spaces, landscape, agricultural land and wildlife species. Objection to DS10 Lodge Farm as it is in the wrong location resulting in further impact on Dunchurch and lists a number of concerns with the site. Emphasis of the plan should be Houlton, Coton Park and Gateway.</p>		<p>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. Consequences of Brexit on household projections not yet clear. Government maintains that local planning authorities must ensure continue working towards up to date adopted local plan. Household projections are the starting point for arriving at housing need. Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). Relevant consultations consistent with the town and country planning regulation 2012 and the council adopted SCI have been carried out in relation to this policy. 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 achievements of the plan are considered to be consistent with the requirements of the NPPF and the evidence which informs the Local Plan. Therefore no amendments considered necessary. STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. 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</p>

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							demonstrated in the SHLAA. DS8 makes specific requirement of a buffer between Rugby and Dunchurch, which will be further detailed in the framework masterplan and adhered to in subsequent planning applications. 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
1680	Lorna Garthwaite	NA	NA	DS8, DS9 & DS10	Concerns over validity of data used, mainly as it is out of date as acknowledged by WCC in terms of traffic modelling. Serious concerns over issue of traffic congestion and air quality issues in Dunchurch. Policy DS8 is inconsistent with NPPF paras. 30 and 124 and is therefore unsound. Funding is not secured for proposed new link road. Concerns raised over consultation process and that employment land at SW Rugby is being forced through by developers before consultation on plan has taken place. Employment at this location will not reduce out commuting as provision of warehousing jobs will not be suitable for local residents owing to the cost of proposed housing in this area. Historic identity of Dunchurch is	Delete Policy DS8 and DS10	Discussions with developers/landowners of existing sites benefiting from planning permissions have taken place to inform a deliverable housing trajectory. These sites alone will not be sufficient to deliver the housing target and a continuous 5 year land supply throughout the plan period. Therefore further allocations are required. The selection of the allocated sites were informed by the SHLAA which assessed suitability and deliverability of greenfield and brownfield sites, and other relevant evidence, proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous flexible supply of housing to meet the housing target. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a portfolio

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					<p>under threat from coalescence with Rugby town. Greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing. It cannot be a sound and sustainable plan to build 52% of the supposed housing and employment on just 1% of the borough councils' land.</p>		<p>of sites in size and location to help maintain a five year land supply throughout the course of the plan. The delivery of the South West spine road is a necessity to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. The Council has not received a DTC objection from Daventry DC or Northampton CC. 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, which are contained within the modification IDP.</p>

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1700	John Wood	NA	NA	DS8, DS9 & DS10	<p>Object to Policies DS8, DS9 and DS10 on following grounds:</p> <ul style="list-style-type: none"> - will destroy character of the area and villages around it (NPPF para.17,57,58 and 73) - ignores local history (126) - threat to existing open spaces (69,73) - destroy valuable agricultural land (112) - will create unacceptable traffic congestion and pollution in village of Dunchurch (30 and 124) 	Delete policies DS8, DS9 and DS10	<p>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. 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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.</p>

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1991	Marta Miguel Sanz	NA	NA	DS8, DS9 & DS10	Dunchurch has strong historical value, with 11th century roots and several designated conservation areas and buildings. Contravenes NPPF Section 12 as insufficient heritage protection. Air pollution and congestion at Dunchurch crossroads will affect heritage assets.		Statutory consultees with responsibility for heritage have been fully engaged throughout the development of the plan and further assessment would be undertaken during the planning application phase with any necessary mitigation measures identified. 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 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).

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705	James Darcy	NA	NA	DS8, DS9 & DS10	<p>Transport assessments are based on outdated information and are not modelled in most appropriate way. The gyratory and Dunchurch crossroads are already operating at capacity. Additional areas of grid lock are Ashlawn Rd junction with Hillmorton, Leicester Rd around Elliot's Field, Technology Drive, and junction of A4071 with Straight Mile. Proposed SW spine road will assist traffic flow running east west but will not deal with shorter journeys using local roads. Traffic congestion will increase at Dunchurch crossroads and air quality will deteriorate further. Lodge Farm site has only been introduced to transport modelling as sensitivity test which is not sufficient. Not clear whether modelling has taken regard of huge extent of employment allocation in the plan. IDP is uncostered which means balance between delivery and financial burden on developers cannot be adequately assessed. Disconnect between phasing of spine road and housing trajectory. Conflict of interest between WCC as landowner is SW Rugby allocation and WCC as highways authority.</p>		<p>Warwickshire County Council Highways have been engaged. 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.</p>

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705	James Darcy	NA	NA	DS8, DS9 & DS10	SW Rugby results in significant loss of green space and farmland which offers valuable habitat for wildlife and ecology. They also provide a significant number of footpaths/bridleways. Loss of so much agricultural land will be unacceptable. Borough has areas of brownfield land that could be used for development which RBC have a duty to pursue in the first instance. SW Rugby will effectively create a new town combining Bilton, Cawston and Dunchurch and the separate identities of these will be lost.		The selection of sites as informed by the SHLAA, and other relevant evidence, for proposed allocation contained within the development strategy represents the most sustainable strategy and the housing allocations ensure a continuous supply of housing to meet the housing target.
1750	Karen Mclachlan	NA	NA	DS8,DS9 & DS10	Object to DS8 and DS9 on basis of NPPF para.112 and threat to agricultural land. In addition air pollution will be caused by additional cars and other traffic brought into the area and affecting the health of the local population, contrary to NPPF para.120 and 124.	Withdraw DS8, DS9 and DS10	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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation.

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1680	Lorna Garthwaite	NA	NA	DS8,DS9, DS10	<p>Concerns over validity of data used, mainly as it is out of date as acknowledged by WCC in terms of traffic modelling. Serious concerns over issue of traffic congestion and air quality issues in Dunchurch. Policy DS8 is inconsistent with NPPF paras. 30 and 124 and is therefore unsound. Funding is not secured for proposed new link road. Concerns raised over consultation process and that employment land at SW Rugby is being forced through by developers before consultation on plan has taken place. Employment at this location will not reduce out commuting as provision of warehousing jobs will not be suitable for local residents owing to the cost of proposed housing in this area. Historic identity of Dunchurch is under threat from coalescence with Rugby town. Greater consideration should be given to accelerating the development of brownfield sites before committing so much countryside to housing. It cannot be a sound and sustainable plan to build 52% of the supposed housing and employment on just 1% of the borough councils' land.</p>	Delete Policy DS8 and DS10	<p>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 measures contained within the IDP and DS9 informed by the STA mitigate the impacts of the SW Rugby allocation. The interim measures of an additional lane at Dunchurch cross roads has been found to be acceptable following called in decision for land at Ashlawn Road west, Rugby, Warwickshire (ref: 3147448 - 10 July 2017).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.</p>

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963	Mr & Mrs AA Kember	NA	NA	DS9 & DS1	<p>Dangerous levels of NO2 at Dunchurch crossroads exceeding DEFRA guidelines which Local Plan will exacerbate due to increased congestion; bypass welcome but insufficient- more bypasses should be built before any development commences; suggests new bypass from A45 to Dipbar Field; link between A426 Southam Road at Toft linking up to Dipbar Fields and Cock Robin Island A426; irresponsible to advance Local Plan without addressing air quality issue; additional lane in the centre of Dunchurch will be detrimental to historic assets; infrastructure around Dunchurch needs improvement</p>		<p>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.</p> <p>STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. 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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1118	David Penn	Coventry & Warwickshire Chamber of Commerce		N/A	Relaying of comments from three local businesses regarding lack of fast broadband provision to existing employment sites in the Borough (Glebe Farm and Central Park specifically referred to) and impact this may have on retaining these businesses in the local area.		Policy SDC9 requires new employment development in the Borough to facilitate and contribute to broadband infrastructure provision opt ensure new employment land supply is fit for purpose where broadband provision is concerned. The Local Plan cannot control retrospective provision of broadband to existing employment sites.
1923	Ian Long	DLP Planning		N/A	No representation form submitted- a land promotion document has been submitted instead. The document promotes land at Church Close, Harborough Magna with an indicative plan suggesting development potential for unto 5 dwellings. The site is outside the village boundary and within the green belt. The site would be available for development with no known delivery constraints identified.		Comment noted. 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. No further additions to the allocations are required. Therefore no amendments considered necessary.
1925	Jim Jacobs	Godfrey-Payton		N/A	No representation form submitted- Document details potential development site at Stretton-on-Dunsmore in close proximity to the A45/Stretton-Under-Fosse roundabout.		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. No change recommended.

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2113	Ian Long	DLP Planning		N/A	No representation form submitted- a land promotion document has been submitted instead. The document promotes land at Church Close, Harborough Magna with an indicative plan suggesting development potential for unto 5 dwellings. The site is outside the village boundary and within the green belt. The site would be available for development with no known delivery constraints identified.		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.
224	Anthony Marvell	NA	NA	Not Stated	1. Government policy is not mandatory for Rugby 2. Growth rate is unsustainable - in 1970 Rugby was around 60,000 population 3. Previous sites have not made sufficient infrastructure provision 4. Rugby council is going against the wishes of almost all the population. If you do not believe this statement then test it - personally I have never met anyone in favour of growth. Councillors are working against the interests of the people. 5. Your survey itself fails. I cannot answer question 1 either yes or no.		The Local Plan is considered compliant with the National Planning Policy Framework. Proposed growth rate is supported by IDP. 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. 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.
925	Alana Eckland	NA	NA		Accept the need to comply with the NPPF to boost the supply of housing. RBC already has sufficient planning		No change required. Lodge farm, which will become a new main rural settlement, will ensure that the Local Plan has a

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					<p>permissions to largely satisfy need no analysis why existing allocations and infrastructure connected with it cannot be brought forward. No assessment why DS10 is need when it is outside the development strategy and that its inclusion would actually increase delivery or delivery rates within the plan period. Walsgrave Farm is a more sustainable site to meet the overflow from Coventry. Proposes revised SA scorings for SA1, SA2, SA3, SA4, SA6, SA7, SA8, SA11, SA12 and SA14 with the reasoning covering the following: STA is not sufficient failing to cover Lodge Farm area and potential impacts at surrounding nearby settlements; no flood risk assessment and consideration of surface water flooding at zone susceptible to flooding; site will not provide adequate affordable housing due to high infrastructure cost and houses will not be suitable due to lack of public transport; the site will necessitate the use of the private car to access jobs retail ,services, leisure and cultural facilities impacting on congestion and air quality; limited employment opportunities in the area; site will not promote urban regeneration; and there is no certainty over the delivery of onsite GP and commercial space.</p>		<p>portfolio of sites in size and location to help maintain a five year land supply throughout the course of the plan. Discussions with developers/landowners of existing planning permissions have taken place to inform deliverable housing trajectory. LUC have assessed comments (contained within the summary of consultation responses) made on the SA and consider that no alteration to their scorings is required. The STA June 2017 modelled area has been updated to cover a larger model area, updated travel to work assumption, junction counts and que surveys, to identify the strategic transport infrastructure to support the Local Plan. The Local Plan has been informed by an SFRA and with more detailed flooding assessment being required where necessary at the planning application stage. The site is considered capable of meeting its policy requirements.</p>

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1502	Deborah Whitmore	NA	NA	DS1,DS8, DS10	<p>GL Hearne are not impartial and are working on behalf of a developer on the South West Rugby site. Population projections are treated as forecasts. Impacts of Brexit have not been taken into account. High projections have been used despite the high levels of uncertainty. A naive approach has been taken to link jobs and people. Taking Coventry's housing and employment need is not sustainable. Housing targets are much higher than at present and cannot be met. The IDP is vague and uncosted. The impacts of traffic and pollution at Dunchurch Cross Roads will be worsened if the South West relief road doesn't come forward. The South West development will destroy open land between Rugby, Dunchurch and Cawston. The South West will have poor links to the Town Centre. Lodge Farm is unsustainable- it's a greenfield site which satisfies Coventry's need. The LPA should look at speeding up larger sites as an alternative. The STA shows Lodge Farm is unsustainable. In general the time taken to provide new infrastructure impacts on existing services.</p>		<p>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. 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 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 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. 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.</p>