

39	Paragraph 6.1 Second sentence	Rugby Borough’s economy has performed strongly in the past and fared the most recent UK recession relatively well. Unemployment levels are currently below 4% and the Borough has a strong skills profile amongst its residents, with average earnings as a result above both national and regional (West Midlands) levels. This level of economic performance is important in supporting continued population growth in the Borough and providing the jobs needed to support the delivery of new housing through the Local Plan.	Minor grammatical change for consistency
40	Paragraph 6.10	In relation to the provisions of Policy ED1, designated employment sites in Rugby Borough are shown on the Proposals <u>Policies</u> Map and are listed as follows:	Minor change to accord with Planning Practice Guidance paragraph 001 Ref ID: 12-001-20170728
Chapter 7: Retail and the Town Centre			
Ref	Policy / Paragraph No	Proposed Change	Reason for Change
41	Paragraph 7.3	The study also reviewed the Town Centre Boundary, Primary Shopping Area (PSA) and introduces P primary and S secondary S shopping F frontages in accordance with the NPPF.	Minor grammatical change for consistency
42	Paragraph 7.4	The primary shopping frontages are identified within the Primary Shopping Area (PSA), as identified on the Town Centre <u>Policies Map</u> , and these areas include a high proportion of retail uses which may include food, drinks, clothing and household goods.	Minor grammatical change for consistency
44	Policy TC1	Policy TC1: Development in Rugby Town Centre Proposals for the redevelopment and refurbishment of the existing natural and built environment and public space, including new development proposals, within the town centre (as defined on the Town Centre Policies <u>Proposals</u> Map) will demonstrate ...	Minor terminology change for consistency
45	Paragraph 7.16	Policy TC4 <u>TC3</u> seeks to protect and enhance the primary shopping area, with the PSF as the focus for retail uses. The intention is to attract people to the town and place a strong emphasis on the protection of the core of retail activity at the heart of the town centre. Change of use away from A1 to other complementary main town centre uses can occur within the PSF. However, proposals will need to be considered on a	Re-number of Policies after removal of an earlier Policy

		case by case basis in terms of the impact on the retail character and function and also on the vitality and viability of the town centre.	
Chapter 8: Healthy, Safe and Inclusive Communities			
Ref	Policy / Paragraph No	Proposed Change	Reason for Change
46	Policy HS1 Third bullet point	Support will be given to proposals which: <ul style="list-style-type: none"> design and layouts that development to minimise the potential for crime and anti-social behaviour and improve community safety; 	Minor textual change
47	Policy HS3 First Paragraph	Proposals that would result in a significant or total loss of <u>a</u> site and/or premises currently or last used for a local shop, post office, public house, community or cultural facility or other service that contributes towards the sustainability of a local settlement or the urban area will not be permitted except where the applicant demonstrates that:	Minor textual change
48	Paragraph 8.14	The Open Space Audit, Built Facilities and Playing Pitch Strategy 2015 (and any subsequent updates) has helped informed the open space standards contained within Policy HS4. The standards will underpin future decisions around existing and proposed new open spaces and sport and recreation facilities across the borough <u>and</u> , together with the factors set out within the Open Space Audit, Built facilities and Playing Pitch Strategy <u>include such as</u> accessibility standards and <u>the</u> types of improvements sought. The current open space provision standard is contained within Appendix 4 and will be periodically updated within the Planning Obligations SPD.	Minor grammatical change
Chapter 10: Sustainable Design and Construction			
Ref	Policy / Paragraph No	Proposed Change	Reason for Change
49	SDC5 Para 10.36	The Environment Agency has produced a Flood Map for Planning (rivers and sea), which identifies flood zones, and also a Flood Map for Surface Water. These maps should be used for reference and as a basis for consultation. Additional information may be obtained by contacting the <u>Borough</u> Council's drainage engineers.	Clarification as suggested by WCC LLFA

50	Paragraph 10.38	Development proposals that lie adjacent to a canal, river or tributary should ensure that the natural features and functions of the watercourses and its wider corridor are retained, or where possible reinstated and that appropriate habitats buffers are established.	Minor grammatical change.
51	Paragraph 10.41	Finished floor levels for both residential and commercial buildings must be set a minimum of 600mm above the 1% Annual Exceedance Probability (1 in 100 year) plus climate change flood level. Single-storey residential development will not be permitted in Flood Zone 3 as they offer no opportunity for safe refuge on upper floors. <u>For developments requiring a Flood Risk Assessment, further information is available in the national Planning Practice Guidance (DCLG), which includes a checklist for site specific assessments.</u>	Further guidance as suggested by the LLFA
52	Policy SDC6	Policy SDC6: Sustainable Urban Drainage	Updated terminology and not necessarily restricted to urban developments.
53	Policy SDC6	Sustainable Urban Drainage Systems (Su U DS) are required in all developments. Such facilities should preferably be provided on-site or, where this is not possible, close to the site, and:	Updated terminology
54	Policy SDC6	Infiltration Su U DS is the preferred way of managing surface water. The developer will carry out infiltration tests where possible and a groundwater risk assessment to ensure that this is possible and that groundwater would not be polluted. Where it is proven that infiltration is not possible, surface water should be discharged into a watercourse (in agreement with the Lead Local Flood Authority (LLFA) at pre-development greenfield run off rates or into a surface water sewer if there is no nearby surface water body.	Updated terminology

55	Paragraph 10.43	SuDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site, compared with traditional drainage approaches which can cause problems of flooding, pollution or damage to the environment, and may not be not sustainable in the long term. SuDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SuDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity. <u>Proposals should include details of future maintenance of SuDS</u> Warwickshire County Council is the 'Lead Local Flood Authority' with responsibility for developing, maintaining and monitoring a Local Flood Risk Management Strategy in partnership with other relevant bodies in the area.	Grammatical correction re: SuDS. Reference to future maintenance of SuDS as requested by the LLFA.
56	Paragraph 10.45	Discharge into the Grand Union Canal or the Oxford Canal will require a separate agreement and licence from the Canal & River Trust and be subject to assessment. <u>Discharging or building structures such as outfalls into an ordinary watercourse requires consent from Warwickshire County Council as the Lead Local Flood Authority.</u>	Advice of LLFA
57	Paragraph 10.57	In the case of hydro power, the applicant should undertake early engagement with the <u>Borough</u> Council and the Environment Agency to identify any potential planning issues and any proposal should normally be accompanied by a flood risk assessment.	Clarification as suggested by WCC LLFA
58	Paragraph 10.57	In the case of hydro power, the applicant should undertake early engagement with the Council and the Environment Agency to identify any potential planning issues and any proposal should normally be accompanied by a f lood r isk a ssessment.	Grammatical correction

59	Paragraph 10.61	Key to this Local Plan is ensuring that new developments deliver broadband services that meet the ambition of the governments Digital Communications Infrastructure Strategy and the European Digital Agenda for Europe. The Digital Communications Infrastructure Strategy predicts that by 2017, superfast coverage will have reached 95% of premises and expect mobile operators will have achieved 4G coverage to 98%. The stated ambition is that ultrafast broadband of at least 100Mbps should become available to nearly all UK premises.	Update of text as it is outdated.
Chapter 11: Delivery			
Ref	Policy / Paragraph No	Proposed Change	Reason for Change
60	Paragraph 11.1	National policy is clear that development which is identified in the local Local Plan must be deliverable, paying particular regard to viability. Therefore, sites and scale of development should not be subject to obligations or policy burdens which would threaten the viability of development.	Minor typographical change
61	Paragraph 11.4	Transport Assessments, prepared in line with N national G guidance, are required alongside planning applications for major development to demonstrate that they contribute positively to the objectives of this Local Plan. Transport Assessments will be required for all large developments.	Minor typographical change
62	Paragraph 11.6	National G guidance states that a Transport Statement may be required for developments that have relatively small transport implications; this will be decided on a case by case basis and should be discussed as part of pre-application enquiries. Where proposals are likely to have an impact on the trunk road network, Highways England should be consulted to establish what level of transport appraisal is appropriate.	Minor typographical change
63	Paragraph 11.8	Travel Plans will be required for all non-residential developments in line with N national G guidance or any subsequent revisions or replacement guidance. They should ideally form part of the Transport Assessment and be submitted alongside the planning application. Development proposals in areas where public transport is limited, e.g. where services operate with frequency levels of less than one an hour, may also be required to submit Travel Plans. Furthermore, the	Minor typographical change

		significant development of education facilities will be expected to produce a Travel Plan.	
64	Paragraph 11.9	The provision of car parking needs to be carefully balanced to ensure that sufficient provision is made to meet needs. <u>Less provision may be needed whilst recognising that</u> where there is good public transport provision, easy access to shops and services and <u>opportunities for walking and cycling which in turn promotes desire to lead healthier lifestyles. lives,</u> less provision may need to be made. Achieving this balance is crucial as failure to provide sufficient parking can lead to indiscriminate parking that not only looks unattractive but can be unsafe or lead to neighbour disputes. The NPPF has introduced greater flexibility to take account of the particular nature and setting of development.	Minor typographical change and rewording of paragraph.
65	Paragraph 11.11	The value of cycling as a sustainable mode of transport is appreciated and the Standards at <u>in</u> Appendix 5 contain minimum levels of cycle parking provision for different land uses, to encourage this mode of travel. Guidance for the parking of <u>cars, motor cycles, heavy goods vehicles, and provision for people with disabilities, and electric charging is also included.</u> as well as the design of facilities, is also provided by the Standards. <u>Further guidance on the standards and how they are applied is included in the Planning Obligations SPD.</u>	Minor typographical changes Note to Inspector: The parking standards themselves will be appended to the Local Plan (Appendix 5). The Council can confirm that details on the application of the standards will be contained within the Planning Obligations SPD.
66	Paragraph 11.12	It is essential that new development is supported by the essential infrastructure it needs to function, and that new development does not increase pressure on existing infrastructure. Where new development will require new infrastructure...	Minor typographical change
67	Paragraph 11.13	The infrastructure required will vary from site to site. The type of infrastructure may include, but not be limited to the following areas:	Minor grammatical change.

68	Paragraph 11.14	<p>In relation to primary schools, representations made by Warwickshire County Council (WCC) Education identifies, as part of the planning application process, education impacts when there is currently very-limited available capacity across many of the town’s primary schools. Further housing development, resulting from population growth, will create additional requirements and as a result additional school places (through the extension of existing schools or provision of new schools) will need to be provided. However, WCC Education has also indicated that over time the impact will also be felt on secondary schools. As a result, consideration will need to be given as to whether it is also appropriate/necessary to seek additional financial contributions towards secondary school places. The Council is continuing to work with WCC Education to ensure that the Infrastructure Delivery Plan will identify the necessary education provision required to support the housing allocation proposed through the Local Plan.</p>	Update of text and minor rewording
69	Paragraph 11.16	<p>The Council has is undertaking a Water Cycle Study to update its evidence base. This work will be completed in advance of this document being published for public consultation and its findings <u>are</u> reflected in the IDP and policies.</p>	Update of text and minor rewording.
70	Paragraph 11.19	<p>The Council intends to introduce a ‘Community Infrastructure Levy’ which would apply a flat rate contribution for infrastructure for larger developments. The timetable for production is contained within the Local Development Scheme, as adopted in December 2015. In the meantime contributions will be secured through the use of planning obligations, where compliant with the CIL Regulations, 2010 (<u>as amended</u>).</p>	To update text to reflect the update of both the LDS and CIL regulations.
Appendix 1			
71	Paragraphs 2 and 3	<p>The Council will produce and publish an Annual Authority Monitoring Report containing information on the implementation of the Local Development Scheme and on the extent to which policies set out in the Local Plan are performing.</p> <p>The table below shows a set of indicators and targets related to the policies of the Local Plan. Further development plan documents will contain their own indicators and</p>	To be consistent with national policy.

		targets and the results will be brought together in the Annual Authority -Monitoring Report						
Appendix 3 Infrastructure Delivery Plan								
72	Transport First Paragraph	Highways England (HE) is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport. The council needs to demonstrate that the proposals in the Local Plan will not have a significant detrimental impact on the strategic road network.					Clarification	
73	Transport Seventh Paragraph	Finally Finally , local pedestrian and cycle links, will generally either be negotiated as part of a S106 (if the need can be linked to a particular development), or they may be identified through the Neighbourhood Plan process.					Grammatical change	
74	Waste Water and Drainage	Rugby Borough Council in partnership with North Warwickshire Borough Council, Nuneaton and Bedworth Borough Council and Warwick District commissioned consultants to undertake a Water Cycle Study to inform the impact on water usage and water quality from the local plan growth. Both the Environment Agency and Severn Trent were liaised <u>with</u> from the beginning of the commission. This document is currently in draft format, but once complete will informs this section of the Infrastructure Delivery Plan and if necessary infrastructure is identified the Infrastructure Delivery Schedule will be updated.					To update the Plan.	
75	Infrastructure Delivery Schedule Table Headings	Item	Lead Delivery	Other Partners	Local Plan Phase	Cost and percentag e of total cost*	Funding unding	To match the main table.